(ISSN 0163-7266)

1979 $1.50

RAILFAN

RAILFAN® & RAILROAD

48760

RONALD W. KELLER

ALCOS
IN CANADA
AND ARIZONA

BN STEAM

C&S: 1908

07
71896 48760

KODACHROME: GREG ROACH

Railnews

THE VIA COLORS began to show up on CP Rail equipment in February 1979. This set for the VIA *Canadian* on February 17 consisted of CP FP9 1414, VIA RS10 8558, CP RS18 8568 and CP FP9 1422 at the John Street engine terminal in Toronto. The VIA colors first appeared on a CN turbo in April 1976 when VIA was introduced as the passenger subsidiary of CN. The first CN conventional equipment got the colors in early summer of 1976. VIA assumed responsibility as a Canadian government corporation on April 1, 1978, but at that time had a full contract only with CN. VIA took over the CP operations in late October 1978. In contrast to Amtrak's overnight assumption of virtually all services on May 1, 1971, VIA has been easing in gradually with no interruption in service as various corporate and labor agreements have been worked out.

WESTERN PACIFIC'S "NEW IMAGE" colors have been applied to two units, but both are out of service at Stockton, Cal., for diesel engine overhauls and will not be on the road for some time. The two units differ in 2251 having stripes on the pilot and staggered "WP" on the nose, while 3541 has no pilot stripes, a straight "WP" on the nose and an orange panel behind the cab numbers. They are shown at Stockton on March 10, 1979.

KODACHROME: DALE SANDERS

HAROLD H. CARSTENS
editor and publisher

JAMES A. BOYD
managing editor

FREEMAN H. HUBBARD/editor emeritus
J. ANTHONY KOESTER/contributing editor
WILLIAN C. SCHAUMBURG/associate editor
ROBERT MOHOWSKI/projects editor
MICHAEL A. EAGLESON/columnist
STEPHEN D. MAGUIRE/columnist
WAYNE M. DANIELS/advertising production manager
JAN LEO HARP/circulation manager
PHYLLIS M. CARSTENS/assistant to the publisher

Judy D. Lovas/office manager and bookkeeper, Evelyn Scheck, Linda Jones, Debbie Babb, assistants. **Catherine Streeter**/dealer and reader service department. **Advertising Production:** Janet Bodemann, Miriam Lee, David Case, Alice Crosbie. **Circulation:** Jeanne Sipley, Joan Andrews, Judy Koester, Audrey Happel, Joanne McMickle. **Shipping:** Gred Henderson, David Dalrymple.

From the Publisher's desk: Railroad postcards

I've always been a sucker for railroad postcards, as are many railfans. Most cards today are beautifully lithographed in four colors and represent an outstanding value for a collectable bit of railroadiana. Postcards can also be found in monochrome or duotone, embossed or printed on foil, and they can be highly retouched.

The neophyte railroad postcard collector has several sources to choose from. An excellent starting base would be the specialist railroad cards published by various railroadiana firms advertising in RAILFAN or RAILROAD MODEL CRAFTSMAN. These lines include all varieties of railroad subjects.

Also highly desirable but somewhat harder for the fan to get are the postcards published by the railroads themselves. These are not as common as they were in the days of railroad passenger operation. Additionally, there are thousands of cards published by the postcard companies for the use of the general public.

Almost every antique shop, except those catering to very expensive antiques, will carry at least some "antique" postcards for sale. Railroad subjects usually run from 15¢ to 50¢ each today and may go higher. The early four color cards were often highly retouched, a situation which does not detract from their desirability. The retouching can be interesting. We have samples of the same scenes rendered by different post card printing firms, and the cards are remarkably different as to painted-in clouds and other extraneous detail. Don't pass by the early photographic cards, as would have been printed in very limited quantities as a rule. The serious collector will pick up any cards he can obtain at a reasonable price, swapping off duplicates and "foreign" roads for local favorites.

City postcards are a mecca for trolley fans and often include scenes showing one or more street cars, usually in long-gone colors and sometimes hand painted in colors which never were. Postcards are also an invaluable reference source for railroad depot collectors and modelers, as they often show detail unobtainable elsewhere.

At the turn of the century, most of the better postcards were printed in Germany. World War 1 cut off this source and several American companies entered the field, mostly with the highly retouched, linen finish cards so typical of the period. Occasionally special numbers on the picture side of the card provide a clue that the card was one of a series. Several NYO&W depot scenes in the writer's collection with different numbers indicate that there are many more elusive cards yet to be found.

Cards are best kept filed in individual glassine envelopes as protection against handling, or mounted in special postcard albums. Never paste them down permanently, as that could destroy much of their value.

Postcards are easily photographed on Kodachrome 35mm slides for easy showing to larger groups. The RAILFAN classified ad column occasionally lists specialists in antique postcards. Such specialists can often keep your name on file so that if cards of your pet railroad, locale or equipment turn up, they can advise you or even mail cards to you on approval. You will pay somewhat more, but you will often get first crack at the one-of-a-kind offerings.

Hal

RAILFAN & RAILROAD

july 1979/vol.2 no.11

RAILROAD/founded 1906/vol.105 no.5

features

22 **VIA Brockville**/Jim Boyd
29 **Short Line Rosters**/Sy Reich
38 **BN Steam: Today!**/Chris D'Amato
41 **Riding the Loop**/Gary Morgan
46 **Return of the Georgetown Loop**/Morgan and Boyd
47 **Interesting Railfan: Charles E. Winters**/Freeman Hubbard
50 **Arizona's Apache Railway**/Ronald W. Keller

departments

2 **Railnews**/news in color
4 **Fanmail**/letters from readers
5 **Timetable**/events
9 **Railroadiana**/product news and reviews
17 **In Search of Steam**/Mike Eagleson
18 **Railnews**/items of current interest
31 **Photo Line**/the graphic expression
36 **Transit Topics**/Steve Maguire
56 **Camera Bag**/Tape Recorder Special
60 **We'd like you to meet . . .**/author sketches
61 **Markers**/editorial commentary
62 **Not in the Wheel Report**/Joe Easley artwork
64 **Switch List**/classified advertising
66 **Advertising Index**/where to find it

cover

One of the finest shows of traditional passenger railroading in North America takes place four times daily at Brockville, Ontario, when VIA/CN combines and splits its Toronto/Montreal/Ottawa trains. On September 4, 1978, No.43, the *Capital* from Ottawa has just added the five cars of No.53 the *Lakeshore*, from Montreal to the rear of its consist, and with everything together accelerates westward for Toronto behind a Montreal-Alco lash-up of an FPA4, FPB4 and RS18 in a mix of CN and VIA colors. The full story begins on page 22. Kodachrome: Jim Boyd In a Christmas card scene near McNary, Arizona, a pair of former-SP RS11's show off their Apache Railway Bicentennial colors. The story of this all-Alco railroad begins on page 50. Kodacolor: Ron Keller.

RAILFAN & RAILROAD (ISSN 0163-7266) is published bimonthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon, New Jersey. Mailing address: P.O. Box 700, Newton, New Jersey 07860. Harold H. Carstens, President; Johanne L. Carstens, Vice President; Marie L. Merkle, Treasurer; Phyllis M. Carstens, Secretary. Second Class postage paid at Newton, New Jersey and additional mailing offices. Copyright 1979 by Carstens Publications, Inc. Printed in the United States of America.

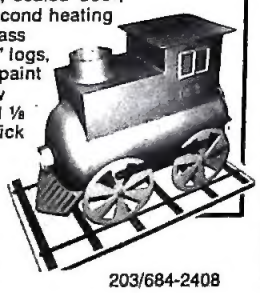
SUBSCRIPTIONS: In U.S.A. and Possessions: One year for $8.00; Two years for $14.00; Three years for $20.00; and Four years for $25.00. Postage outside U.S.A. $1.00 extra per year. All communications regarding subscriptions or change of address should be sent to: Circulation Manager, Railfan & Railroad, P.O. Box 700, Newton, New Jersey 07860.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Railfan & Railroad assumes no responsibility for unsolicited material. Payment is made upon publication. The contents of this magazine must not be reprinted without the written permission of the publisher.

ADVERTISING: Main advertising office: P.O. Box 700, Newton, New Jersey 07860. Phone 201-383-3355. WEST COAST ADVERTISING REPRESENTATIVE: Joseph Mervish Associates, 4721 Laurel Canyon, Suite 211, North Hollywood, California 91607. Phone: 213-877-7556.

Saturday July 21 11 to 7
Railfan's Day
Roanoke Transportation Museum
DINNER IN DINER
by reservation
Auction
Flea Market | Slides Movies Tours | Hand Car Race
Write: RNRH Box 13222 Roanoke, Va. 24032

RAILROAD ITEMS & RADIO SCANNERS
Railroad logos in Wall Clocks & Plaques, tie tacs, jewelry, cloth patches, coffee mugs, pen sets, conductors buttons, spike bottle openers, over 200 logos, includes steam and diesel engines, cabooses, for large assortment of styles of belt buckles, Fobs, and key rings. We also have Bearcats line of radio scanners, programming and hand-held. Please send 4 15¢ stamps for catalog & information.
Insignia Clock & Specialty Co.
P.O. Box 112
Wonder Lake, IL 60097

THE CHOO CHOO STOVE CO.
ALL Night burning, Sealed door, Heats 4 rooms, Second heating chamber, Solid Brass Fixtures, Takes 28" logs, Heat resistant red paint on wheels and cow catcher, 3/8 - 1/4 and 1/8 Steel Plate, Fire brick inlay .. $650.00
Patent Pending

THE CHOO CHOO STOVE CO.
54 West St.,
Stafford Springs,
Conn. 06076
203/684-2408

Electric Railway Books

Interurban to Milwaukee
Volume I in CERA's celebrated history of the North Shore Line, the fastest electric interurban railway in America. This book covers the development of the line from its beginning in 1894 through the period of modernization in 1926. This comprehensive history features an extensive text supplemented with an equipment roster, scale car drawings, maps and photographs. 168 pages, hardbound.
Stock #B-106 ..... $15.00

Route of the Electroliners
Volume II in the North Shore Line series. This book covers the period from 1926 to the abandonment of operations in 1963. The extensive text is enhanced with scale car drawings, detailed track maps of the entire railway, and many fine photographs. 188 pages, hardbound.
Stock #B-107 ..... $15.00

Chicago's Rapid Transit, Vol. I
A comprehensive history of the rolling stock which operated on the rapid transit lines in Chicago from the beginning in 1892 through 1947. The text is supplemented with drawings, tables of car specifications, many rare photographs, and 8 full-page color plates. 256 pages, hardbound.
Stock #B-113 ..... $15.00

Chicago's Rapid Transit, Vol. II
A companion to Vol. I, this book provides detailed coverage of the rapid transit rolling stock operated in Chicago from 1947 through 1976. This volume also provides a definitive explanation of rapid transit rolling stock technology, and a detailed set of all-time track maps show the evolution of the rapid transit lines. Text, drawings, photographs, and 16 full-page color plates. 256 pages, hardbound.
Stock #B-115 ..... $23.00

Illinois residents, please add 5% state sales tax.
Central Electric Railfans' Association
Circulation Manager R
P.O. Box 503 ● Chicago, IL 60690
CERA is an Illinois not-for-profit corporation.

Fanmail

Seven Canadian Pacifics

As a retired Canadian Pacific machinist with 43 years of service (1934-1977), it was with much interest that I read Jim Boyd's article "Seven Canadian Pacifics" in the March 1979 RAILFAN. In the *Markers* column I enjoyed his comments on the G5's and would like to add that two of the class, 1206 and 1209, did have red paint jobs—that is, red panels on the cab and tender. The 1206 was outshopped at CPR's Ogden repair shops here in Calgary on July 25, 1947, in red paint, while I believe the 1209 was done at Weston Shops in Winnipeg. Both engines were used for hauling the train of Mr. D.C. Coleman, then president of the CPR, on a tour of the Company's facilities in Western Canada. The 1209 was used on the prairies, while the 1206 was used in this area. Both engines retained the red paint between shoppings and then reverted back to the standard black.

In regard to G3 2317, I'll say that she was shopped by the Company for the last time in February 1957 here at Ogden Shops. After her trial runs she was stored on February 7, 1957, and remained at Ogden until sometime in 1959. The 2317 today, I notice, has a 10,000-gallon tender (Imperial gallons), and I'm curious as to whether she was received by Steamtown with this or whether she had the 12,000-gallon tender she used for many years up here.

A.H. COVERDALE
Calgary, Alberta

The photo on page 31 of the March issue shows 2317 with the big tender, but the people at Steamtown indicate that she arrived there with the small tender she carries today. Incidentally, the paint job on 2317 was so well received that Steamtown expects to have the full CPR passenger colors on one or two of the G5's this year, and thanks to your letter they now have a historic precident for it—ED.

Your readers might be interested to know that three more CPR 4-6-2's have been preserved but are not in operation. G1 2231 (Angus, 1914) and G3 2341 (Montreal, 1926) are both in the Canadian Railway Museum in Delson, Quebec, and G2 2634 (Montreal, 1912) is in a park at Moose Jaw, Alberta. The 2231, incidentally, was once driven by Edward, the Prince of Wales, who was to become King Edward VIII.

H.W. BONIN
West Lafayette, Ind.

Although it was not mentioned in your article, you might be interested in knowing that CPR 2317 has not always looked as she does today. I have a photo of her taken in Manitoba in October 1947 showing her in freight service sporting a pair of "elephant ear" smoke deflectors—and looking rather good with them!

DOUGLAS F.W. CONRAD
Halifax, Nova Scotia

Central of Georgia

I really enjoyed Frank Ardrey's "Four Sections of Number Nine", and it's nice to see the railfan media reviewing one of the fine old lines in the South in such a pleasing manner. The photos of the "Big Apples" and 4-8-2's brought back fond memories.

A note on the *City of Miami:* In 1950 the CofG received two E8 diesels (811-812) for pool service on that train. Initially they were painted in the CofG's flashy blue and gray, but in the early 1960's they were repainted into Illinois Central orange and brown to match the rest of the train and units on the through run. The 811 and 812 even carried the IC green diamond but with CENTRAL OF GEORGIA in place of ILLINOIS CENTRAL lettering in the crossbar. One of the units was repainted Southern black before both were retired in 1971.

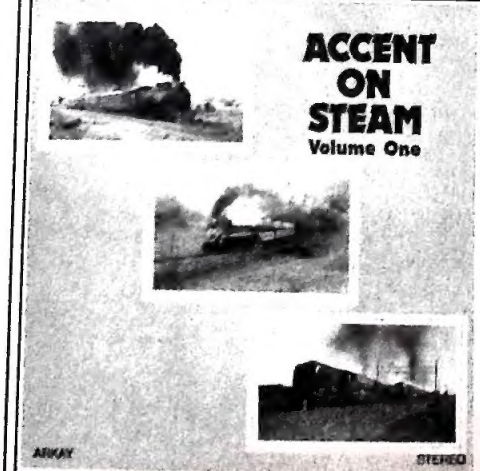
JERRY LaBEDE
Lancaster, Cal.

Scott Hartley's CV

Concerning your CV article, I have a question regarding the radio frequencies you listed. On page 40 of the July 1978 issue you showed the GT/CV frequency as 161.415, but on page 51 of the March '79 issue you listed the GT/CV Road Channel as 161.450. Which is correct? Is this the same as the CN road channel?

DAVID HOLMES
Jefferson, Mass.

The correct GT/CV frequency is 161.415, and they also use 161.205. These are also CN channels—ED.



NEW RELEASE FROM ARKAY
ACCENT ON STEAM
Volume One
12" 33⅓ RPM - STEREO Record
Also available on STEREO cassette
Includes: Double headed garretts South Africa, Argentina, Ecuador D & RG Narrow Gauge in 1960, Germany, Chessie Steam Specials, 4 Cass Shays - Quadruple Header, CN 6218, Czechoslovakia. In cab and trackside recordings. Photos of all engines and data sheet included. $6.98 US, $7.98 Canada, $9.98 other countries. All prepaid freight.
ARKAY RECORDS, DEPT. RF
5893 Amapola Drive San Jose, CA 95129

I really enjoyed Scott Hartley's article on the Central Vermont in the March '79 issue. I was stationed in Groton, Conn., for three years before being shipped out to Hawaii. The article brought back a few memories. Incidentally, I was home on leave in Michigan in May 1978 and saw CV Alco switcher 8080 still in CV paint working between Port Huron and Sarnia on the GTW's car ferries (sister engine 8081 is the one reported still working at St. Albans).

RICK McDUOT
FPO San Francisco

Fair warning

On Walt Appel's little ditty "They CAN handle it!" in the March '79 *Markers* column, I have the following local Union Pacific legend to offer. There is reportedly one additional sign at several UP grade crossings to warn inattentive motorists that they aren't crossing over just any old railroad track. Below the crossbucks is a sign reading, "Trains move over this crossing in excess of 80 miles an hour". Below that, in smaller letters. "Whether you are on it or not."

BOB NEWKIRK
Alliance, Neb.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

SOUTHERN RAILWAY, 1979 Steam Excursion Schedule through Labor Day. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See list below for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Engine 2839 is former-CPR Royal Hudson 4-6-4, 722 is SR 2-8-0, and 750 is S&A former-FEC 4-6-2. There are no trips scheduled through Labor Day with ex-T&P 2-10-4 610 or SR 2-8-2 4501. In case of mechanical difficulties, locomotives may be substituted or schedules altered, so check with the sponsoring organization prior to each trip.

May 26, 2839 Lexington, Ky., to Louisville one way (BRC); **June 2-3,** 2839 Louisville to Danville, Ky., and return each day (KRM); **June 9-10,** 2839 Huntingburg, Ind., to New Albany and return each day, (MCH); **June 16,** 2839 two trips Lexington to Danville, Ky., and return (BRM); **July 4,** 2839 Lexington to Ashland, Ky., on C&O (RCN); **July 5,** 2839 Ashland to Johnson City, Tenn., over C&O and Clinchfield (RCN); **July 6,** 2839 Johnson City to Asheville, N.C. on SR (RCN); **July 7,** 2839 Asheville to Greensboro (RCN); **July 14,**

WHEELS ROLLING—WEST
by Dave Styffe and Ted Benson

Now Available! ***WHEELS ROLLING—WEST***, a collection of fine images from the West's finest rail photographers, explores the captivating qualities of Western railroading in engaging style. From the steam-diesel transitional years of the late 1940's and early 1950's through the first generation diesels of the early 1960's and the diesel's own evolution in the late '60's and '70's, ***WHEELS ROLLING—WEST*** offers a long, loving look at the land, men and machines that make the railroads of the American West the most fascinating on the face of the earth.

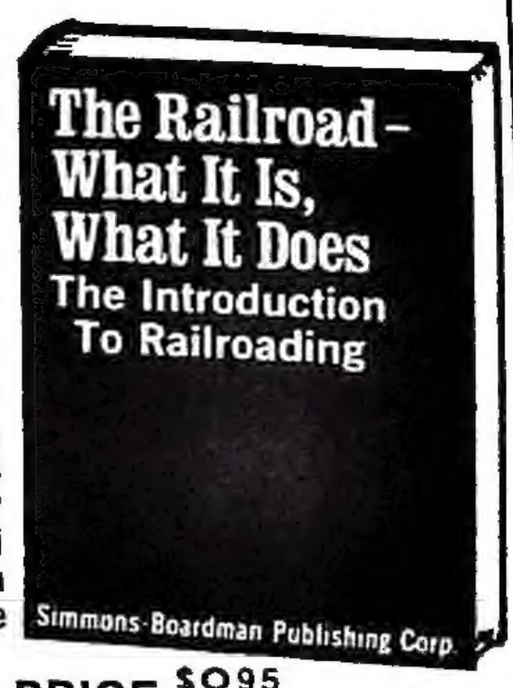
WHEELS ROLLING—WEST, using the finest photo reproduction ever seen in a rail book, offers a unique blend of clean design and sensitive editorial direction combined with a journalistic attention to detail. 80 pages with over 170 photographs, reproduced in sharp 200-line grey-on-black duotone in an easy-to-handle 8¼ x 10½ inch horizontal format, give ***WHEELS ROLLING—WEST*** a mark of quality unavailable in any other book of its kind, regardless of cost. Order direct or see it wherever fine railroad books are sold.

Hardbound: $14.50; Softbound: $8.95
California residents must add 6% sales tax.
Dealer inquiries invited.

WESTRAIL PUBLICATIONS
Box 300
Glendora, CA 91740

PAPERBACK EDITION AVAILABLE

Here's the first book aimed at introducing the railroads to New Hires, Aspiring Employees, Management Trainees and anyone interested in the world of railroading. From air brakes to waybills, from intermodal traffic to transportation ratios, from net return on investment to traction motors. Over 90 illustrations, charts and graphs; 22 chapters.



Partial Contents
- Railroad Technology
- Track Structure
- Signals and Communication
- Cars and Locomotives
- Administration and Accounting

Key Railroad People Are Already Saying:
"The book is certainly an ambitious project and fills a need . . ." "The book fills knowledge gaps in my own background . . ." "I find this a top-notch publication . . . Could we get another copy?"

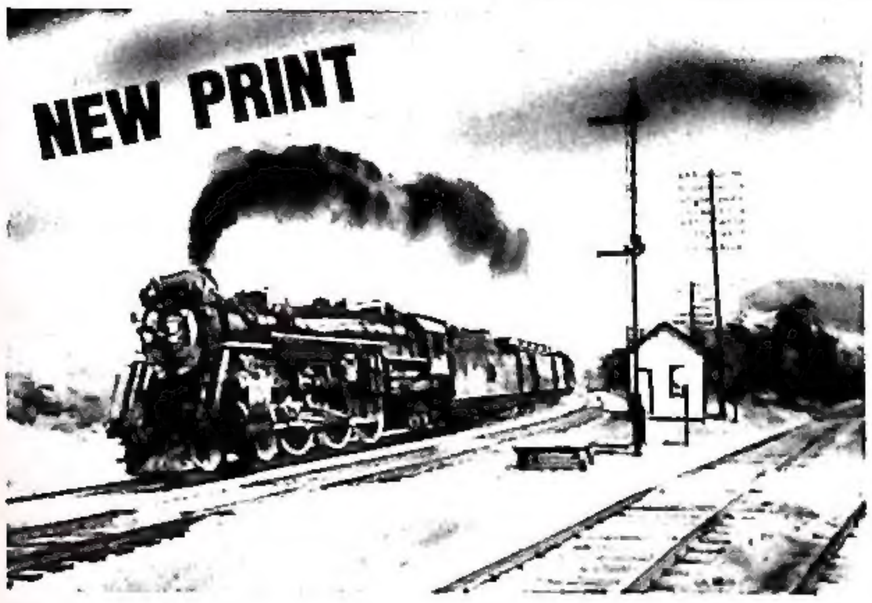
Published By —
Simmons-Boardman Publishing Corporation
1809 Capitol Ave., Suite 299, Omaha, NE 68102

PRICE $8.95 postpaid
Hardbound $14.95 postpaid

Send ___ copy(ies) of THE RAILROAD . . . @ $14.95 Hardbound, $8.95 paperback postpaid. Enclose check or money order. Allow 4 weeks for delivery.

Name _____
Company _____
Address _____
City _____
State & Zip _____

Simmons-Boardman, 1809 Capitol Ave., Suite 299, Omaha, NE 68102



"NO. 1, OF COURSE. When the *Erie Limited* entered service in 1929, its creator said the train proved that 'The Erie is not only a freight railroad, but a *railroad*.' The westbound train, fittingly numbered 1, has topped Gulf Summit and coasted downgrade across Starrucca Viaduct toward Susquehanna, Pa., behind K-5-A 2942. Now, says Erie, its shippers no longer have to ride on 'some other railroad'." —DAVID P. MORGAN.

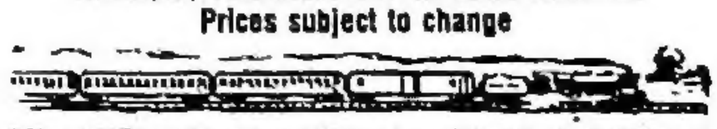
"NO. 1, OF COURSE"—ERIE LIMITED—IN COLOR BY GIL REID

Each print is $5, processed in 4-color, centered on 22" x 16" sheet, with clear margin all around. Send money order or check (no stamps, coins, currency or C.O.D.). $5 price includes mailing tube and 3rd class postage to U.S., Canada & Mexico only. **FOREIGN ORDERS: AIRMAIL ONLY—Add $2 more postage per each print ordered.**

Send me the following prints ($5 per print) in quantities I have marked

___NO. 1, OF COURSE (2942 on the Erie Limited)
___ALMOST HOME (Imaginary train at night)
___RACE OF THE CENTURY (PRR versus NYC)
___QUEEN CITY QUIETUDE (Cincinnati steam)
___THE AMERICAN (Pennsy K4 on a winter run)
___DAY EXPRESS DOUBLEHEADER (Milw. Rd. F-3's)
___THOSE NIGHT TRAINS (St. Louis Union Station)
___U.P. FLAGSHIP (Overland Limited snowscene)
___ROARING THROUGH RONDOUT (The Hiawatha)
___CLASS D ON THE RUN (C&NW Atlantic type)
___NAME LIKE A COCKTAIL (Orange Blossom)
___PENNSY'S FINEST (P.R.R. K4, fireman's side)
___GRAY PLUS ORANGE AND RED (S.P. Lark)
___CENTURIES PASS AT NIGHT (N.Y.C. Hudson)
___BERKSHIRE AT MIDNIGHT (Nickel Plate 2-8-4)
___BLUE RIDGE RUNNER (Southern Rwy. 4-8-2)
___THE SNUFF DIPPER (T&P lignite-fired 2-10-2)

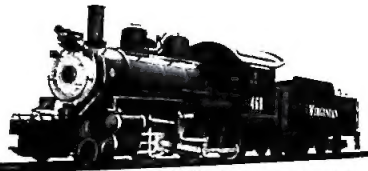
Wisconsin residents add 4% state sales tax
Prices subject to change



GIL REID, P.O. Box 251, Brookfield, WI 53005

Name _____
Address _____
City _____
State _____ Zip _____

Great Britain & Europe – Order direct from The Newcomers' Gallery Ltd. 32 Portland Rd., East Grinstead, Sussex RH 19 4EA, England



LIVE STEAM

Complete line of 1½" Scale

STEAM & DIESEL LOCOMOTIVES

Freight & Passenger Cars, Track, etc.
Larger Scales also Available
CATALOG: Cal. Res. Add 6%
$5.75 3rd Class - North America
$6.25 1st Class - North America
$7.00 Airmail - Elsewhere

RAILROAD SUPPLY CORP.
115 So. Victory Blvd.
Burbank, California 91502
(213) 845-1727 (213) 849-1351

CHESSIE STEAM
on *your* TV!

PROFESSIONALLY EDITED 1 HOUR PROGRAM WITH SYNCED SOUND ON 'VHS' VIDEOCASSETTE!

● You've never seen a railfan program as exciting as this! Ride the cab! Pace the train up 17 Mile Grade and Alleghany Mountain! 26 run-bys! Spine tingling action and sound! Voice-over only where it counts! Listen in on cab and radio conversations.

Order your cassette today!

$49.95 ppd. - Audio cassette - $5.95

HOPEWELL PRODUCTIONS
345 Brandon Ave., Struthers, OH 44471

SOFTCOVER BOOK SAVINGS

The New Haven A Fond Look	9.00
Short Line Guide	9.95
Grand Trunk Heritage	3.50
Narrow Gauge Circle	10.50
The Final Years of the NYO&W	6.75
New York Central Diesels	12.75
Cass Scenic Railroad	2.60
Long Island Railroad	7.50
Power on the Jersey Central	4.20
Southern Railway Panorama	3.50
Trains of Northern NE	6.50
Steam on the Anthracite Roads	5.75
Lehigh Valley	3.45
The Remarkable GG-1	4.20
Reading	4.45
Lackawanna Heritage	3.45
B&O Heritage	3.50
The "DO" Lines	6.75
A Decade of D&H	5.95

Book Shipping 50¢ up to $10.00 order, $1.00 on orders over $10

SLIDE SETS

Union Pacific
Ontario Rail Steam
Great Northern
Canadian Pacific
Burlington
New Haven Electrics
New Haven Diesels
Nickle Plate Road
Baltimore & Ohio
Chesapeake & Ohio

Five 35mm slides per set $1.75

The Rail Image
P.O. Box 289 Denville, NJ 07834

2839 tentative local trip out of Greensboro (RCN); July 15, 2839 Greensboro to Alexandria, Va., one way (RCN); July 21-22, 28-29, 2839 Alexandria to Charlottesville, Va., and return each day (WAC); August 18-19, 722 Richmond to Keysville, Va., and return each day (ODC); August 28-29, 750 one way Atlanta-Salisbury-Alexandria (ACN); August 31, 722 & 750 doubleheader Alexandria to Strasburg, Va., and return (NAC); September 3, 2839 Alexandria to Charlottesville and return (NNC); September 4-5, 750 Alexandria-Salisbury-Atlanta one way (ACN).

The sponsoring groups are: (BRC) Bluegrass Railroad Club, Inc., P.O. Box 1401, Lexington, KY 40501; (KRM) Kentucky Railroad Museum, P.O. Box 295, Louisville, KY 40201; (MCH) Mayor's Committee, P.O. Box 10, Huntingburg, IN 47542; (BRM) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (WAC) Washington Area Chapters NRHS & RRE, P.O. Box 487, Ben Franklin Station, Washington, DC 20044; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ACN) Atlanta Chapter NRHS, P.O. Box 13132, Atlanta, GA 30324; (NAC) NRHS Annual Convention Committee, P.O. Box 456, Laurel, MD 40810.

GREENVILLE, DELAWARE, May 26-27. Iron Horse Rambles return to the Reading as Southern Railway 2-8-0 722 rolls on the former-Reading Wilmington & Northern branch from Greenville, Del., to Modena, Pa., under the sponsorship of Historic Red Clay Valley, Inc., and The Wilmington & Western Railroad in cooperation with the Wilmington Chapter NRHS. A 52-mile all-day trip will be made on May 26 and 27 with train consisting of open-window coaches and a snack bar/gift shop car. Train departs Greenville at 10:00 a.m. and returns 5:00 p.m. each day. Photo stops and runbys. Limited capacity, reservations required. Adults $15.00, children age 3-12 $12.00. (On Memorial Day, May 28, 722 will run hourly shuttles from Chadds Ford to Lenape.) For May 26-27 Wilmington & Northern trips, contact: Historic Red Clay Valley, Inc., P.O. Box 1374, Wilmington, DE 19899, Attn.: Iron Horse Rambles.

TORONTO, ONTARIO, June 2. CNR 4-8-2 6060 will run a one-day round trip between Toronto and Collingwood going via Stayner and returning via Orillia and Barrie. Sponsored by the Upper Canada Railway Society, the trip commemorates the 125th anniversary of the Ontario Simcoe & Huron Ry., and parades and festivities will be presented at Stayner and Collingwood. Train leaves Toronto at 8:00 a.m., arrives Collingwood at 12:15 and departs at 4:50 for a 10:30 p.m. return to Toronto. Fare is $18.95 for adults and $14.95 for children. Contact: Upper Canada Railway Society, Box 42, Station D, Scarborough, Ontario, M1R 4Y7.

SANDUSKY, OHIO, June 16. Akron Railroad Club will host "Railroadiana" on the Cedar Point & Lake Erie Railroad including rides behind steam locomotives, roundhouse and shop tour and model displays. CP&LE operates narrow-gauge coal-burning steam locomotives on a two-mile line through the Cedar Point Amusement Land. Railfan club members can purchase discount tickets from: Paul Woodring, 3907 Northview Drive, Stow, OH 44224; 216/688-9122.

SOUTH CARVER, MASS., June 16-17. Edaville Railfan's Day with Giant Railroad Flea Market and Model Show. Railfan's Day will feature double and triple-headers with the two-foot gauge steam engines, freight runs, diesel freight, engines spotted on turntable and the Model T inspection car in operation. Photo runbys will be made. Admission per day is $4.00 for adults and $3.00 for children. Flea market will run both Saturday and Sunday, with Railfan's Day activities on Saturday only. Flea market tables are $5.00 for one day and $7.50 for both (table includes admission). Contact: Edaville Railroad Flea Market, P.O. Box 7, South Carver, MA 02566.

WINDSOR, ONTARIO, June 17-24. Michigan Railroad Club sponsoring a VIA tour to Halifax and the Maritime Provinces on regular VIA/CN trains. Included are: 2800 miles by rail, three nights on train, three nights in Scotian Hotel in Halifax, Nova Scotia tours, one night in Royal York Hotel in Toronto and tour of Montreal. Fare is $425 per person, double occupancy in hotels; $75 deposit per person required upon reservation. Contact: Eugene Sussex, Michigan Railroad Club, 19934 Pierson Ave., Detroit, MI 48219.

PHILADELPHIA, PENNSYLVANIA, July 1. Special trolley trip on SEPTA-Red Arrow Division covering Media and Sharon Hill lines with photo stops. Departs 69th St. Terminal at 1:00 p.m. and returns about 5:00. Center-door two-man car 73 (built in 1923) will be used. (If unavailable, an 80-series car will be substituted.) Trip limited to seating capacity of one car. Contact: Ernest Kovacs, 416 Second Ave., Bethlehem, PA 18018; 215/867-2800.

CHICAGO, ILLINOIS, July 7-8. Rock Island Technical Society Annual Meet for 1979. Festivities will include swap meet, dinner, program and more. For further information contact: John M. Galich, .2180 W. 118th St., Chicago, IL 60643. Please include large SSAE.

BOSTON, MASSACHUSETTS, July 8. "Trolley of the Future" special car trip with new LRV over MBTA lines. Depart Reservoir Car House 12:30 p.m. and return about 5:00. Lines covered will be Beacon, Brigham, Circle, Lechmere, Riverside and Boston College. Return via Chestnut Hill Avenue. Photo stops and refreshment stop. Contact: Ernest Kovacs, 416 Second Ave., Bethlehem, PA 18018; 215/867-2800.

EAST TROY, WISCONSIN, August 11-12. East Troy Trolley Museum "Milwaukee Electric Commemoration Day" on the 40th anniversary of abandonment of TMER&L passenger service between Milwaukee and East Troy. Operation will feature regular North Shore cars plus special TM equipment along with movies and slide show of TM action. Special program of events in the Village of East Troy. Contact: East Troy Trolley Museum, P.O. Box 726, East Troy, WI 53120; 414/332-7728 or 414/642-3833.

SEATTLE/ALASKA, August 31-September 16. "Alaska-Yukon Express" excursion hosted by the Pacific Railroad Society, Inc., featuring the Inland Passage on the *M.V. Columbia*, rides on the narrow gauge White Pass & Yukon and the Alaska R.R. vista-domeed *Aurora*, plus air, ferry and bus tours of Alaska's scenic highlights. Prices from Seattle begin at $1225 with air or rail connections from Los Angeles and some room and tour options extra. Contact: Pacific Railroad Society, Inc., P.O. Box 70, East Irvine, CA 92650. Reserve by July 1.

Notice to Subscribers

Combining subscription lists used to be a lot easier than it is today in this world of computers, and we suspect some readers who had subscriptions to both RAILFAN and *Railroad* are wondering why they received two copies of the May issue instead of just one. *Railroad* had its subscriptions serviced by a firm in Boulder, Colorado, specializing in such work, whereas all Carstens magazine subscriptions are handled "in-house" on our own computer since we feel it generally gives us better control over all subscriptions. New subscriptions, address change, corrections, and other problems can be handled quickly right in our offices.

The *Railroad* Magazine subscription list had been put onto a computer tape and shipped to us for conversion to our own system. Inevitable snags developed, and in order to avoid delay the May issue of RAILFAN & RAILROAD was mailed not to a combined list, but rather to two separate lists, the full RAILFAN list and the full *Railroad* list. Readers who had subscriptions to both received two magazines. If you received two magazines last issue, *it will count only as one* insofar as the magazines due you are concerned. Effective with this issue we have combined both lists and your magazine stencil should now give your expiration date. Your expiration date is a four character code: i.e., SE81 would indicate that your subscription expires with the September 1981 issue. You'll find the code in the upper right hand corner of your magazine stencil.

If you ever have any problem with your subscription, or if you move or renew, please include your stencil along with your renewal, change of address or problem, so that we can give you the fastest possible service on your subscription. And if you received two May issues, we hope you'll pass one along to a friend who might appreciate reading it. All subscription mail should be addressed to: RAILFAN & RAILROAD, Subscription Dept., P.O. Box 700, Newton, NJ 07860.

Hal Carstens, Publisher

Evda Slides

Charge it!! That's right. Mastercharge and Visa cardholders, we now honor your charge cards. Send your order, card number and expiry date and we'll do the rest. List, two samples $2.00

P.O. Box 1183 Maryland Heights, Mo. 63043

Carl Loucks

....Selling Railroad Timetables

Employee Timetables, Public Timetables, Brochures, Guides, Postcards, Tickets, a full line of transporation paper items. New catalogue issued monthly. Stamped Self Addressed Envelope for latest list and specials.

199 Wayland St., Hamden, Ct. 06518

CHICAGO BOUND?

ALL CLASS ONE RR'S
COVERED, HI HOOD ALCO'S
The only F40C'S; Bicentennials; Rail to Water Transfer DRS4-4-1500'S.
Over 23 RR'S & Industrials in 10 Hours
Tour Follows Sun for Correctly Lighted Pictures. DETAILS:

— BIG "R" S RAILFAN TOURS —

C/O LAKE BLUFF RAILWAY
& NAVIGATION COMPANY

32 CENTER AVENUE,
LAKE BLUFF, ILLINOIS 60044

312/234-0842

EAST HAVEN, CONNECTICUT, August 25-26. "National Trolley Festival" at the Branford Trolley Museum. Including: Pageant of Trolleys, America's largest parade of electric cars—over 25 in operation—with historical narratives. Electric railway films, lectures, exhibits. Unique opportunity to ride and photograph many rare cars. Different program each day. Special Sat. evening program: Night operations, Night photography, Traction films, Bull Session. Weekend package (All events) $7.50 per person by mail (Deadline Aug. 1) Send check or money order with SSAE to: National Trolley Festival, P.O. Box 457, Short Beach, CT 06405. Weekend package at gate $9.00. Vendor tables available. Inquire early for space.

DENVER, COLORADO, October 13. Union Pacific 4-8-4 8444 will power round trip from Denver to Laramie with photo stops en route. Streamlined equipment: recorder-baggage car, leg-rest coaches, dome coach and full lounge. Buffet food service and souvenir shops. Adult fare: $42.00. Full information and tickets from: Bob Brown, G.P.A., Intermountain Chapter NRHS, P.O. Box 5181, Denver, CO 80217 (please include #10 size SASE).

RAILROADIANA MEETS

FORT WORTH, TEXAS, June 2-3. Railroad Meet at the Pate Museum of Transport of U.S. 377 between Ft. Worth and Cresson. Model and railroadiana "Swap-Shop-Sell" plus rail photo contest and model contests. Send large SSAE to: Railroad Meet, P.O. Box 711, Fort Worth, TX 76101.

ATLANTA, GEORGIA, July 7. Railroadiana Collectors Annual Southeastern Railroad Memorablia Sale and Trade Meet at Ramada Inn, I-85N and Monroe Drive. 10:00 a.m. to 5:00 p.m. Contact (send large SSAE): Les Winn, Box 80641, Chamblee, GA 30366.

DENVER, COLORADO, July 7-8. Mile High "Railfair," America's premier railroad show featuring railroadiana, models, layouts, railroads, photo contest, authors, artists, railroadiana dealers, movies and door prizes including tickets for *Rio Grande Zephyr.* Approximately 90 exhibitors. Addition this year is a railroad art show featuring America's best railroad artists with many original works on display. Send #10 SSAE with 30¢ postage for details to: N.R.H.S., P.O. Box 5181 TA, Dept. RF, Denver, CO 80217.

HARRISBURG, PENNSYLVANIA, August 8-10. Annual convention of National Association of Timetable Collectors at Holiday Inn Town, Second and Chestnut Streets, two blocks from Amtrak/bus station and accessible from I-81, I-83 and Pennsylvania Turnpike. Buy-sell-trade paper and other railroadiana at trading sessions all three days. Also scheduled are business meeting and banquet. Contact: Dan Cupper, Convention Chairman, 4741 Spring Creek Road, Harrisburg, PA 17111.

Railroad Antiques & Artifacts

Choice things from America's leading mail order specialist in diverse non-paper RR collector's items. Museum quality (Smithsonian a regular customer), satisfaction guaranteed. Send $1. for current lists.

Scott Arden - 20457 Hwy 126
Notl, OR 97461 (503/935-1503)

FOR SALE
Ex-CB&Q Commuter Cars
Nos. 7114 and 7158
WANTED
Ex-DL&W Commuter Cars

For Details Contact
Vice President of Finance
Mid-Continent Railway Museum
North Freedom, Wisconsin 53951

CANADIAN PACIFIC IN THE ROCKIES
Volume Three

There are now three volumes in this exciting series specializing in the Canadian Pacific Railway throughout Western Canada. Volume Three contains a detailed map of the railway between Revelstoke and Golden, including the route of the abandoned line through the Rogers Pass. Locomotives dealt with include "Selkirks", the unique multipressure T4a, a 4-4-4 "Jubilee", "Decapods", *the* "Royal Hudson", "Pacifics", SD 40-2's, FP7's, FM "C Liners", GP9's etc. Each full page photograph is accompanied by an extensive, carefully researched caption.

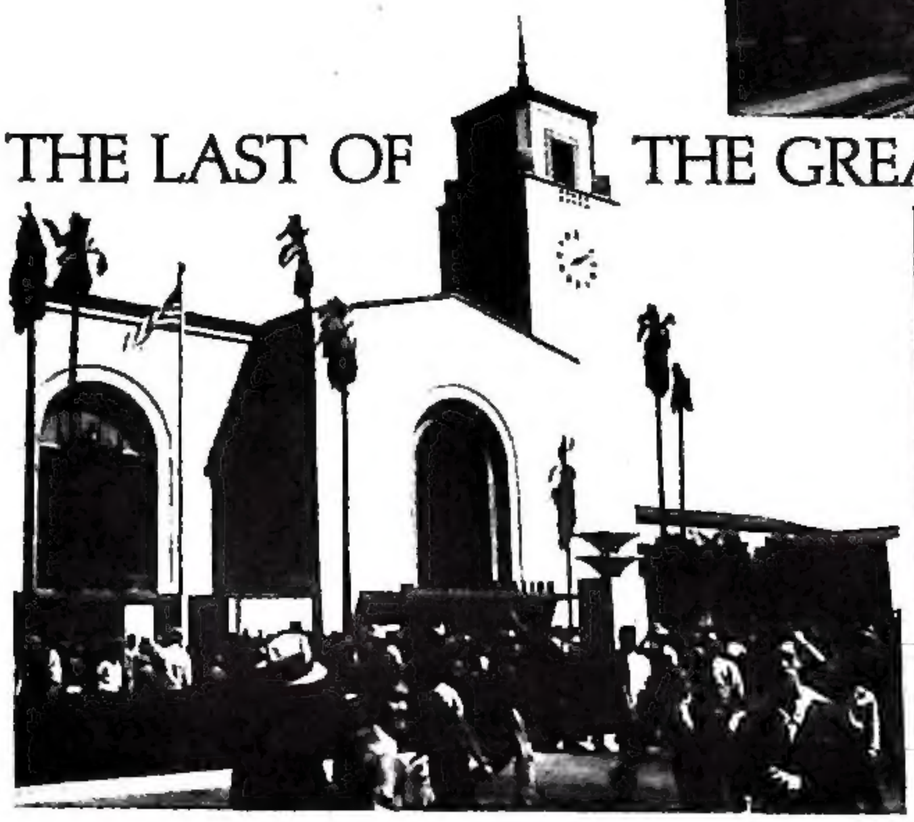
Volumes One and Two are available at $3.50/copy including postage. Volume Three costs $4.00. Send your cheque or money order to BRMNA, 5124 - 33 St. N.W., Calgary, Alberta, Canada T2L 1V4.

Dealer Terms Available

THE GOLDEN AGE was over, but still Los Angeles wanted a new rail gateway. In 1939 it got one, the new Union Passenger Terminal—a triumph in stucco and tile very much in the grand manner of the *Super Chief,* the *Lark* and the *Daylights*—great trains to grace a great station.

The Last of the Great Stations, by Interurbans' Bill Bradley, captures LAUPT in all its dimensions—architecturally, historically—and focuses on its function as a major rail terminal in text and through the cameras of such noted photographers as William D. Middleton, Donald Duke, Stan Kistler, Gerald M. Best, the Melching Brothers and Mark Effle.

THE LAST OF THE GREAT STATIONS



40 Years of the Los Angeles *Union Passenger Terminal*

Bill Bradley

112 PAGES, 123 PHOTOS, 11X8½" SOFTCOVER FORMAT, MAPS, TIMETABLES, TRACK PLANS, DIAGRAMS OF LAUPT AND PREDECESSOR STATIONS. (SPECIAL 72) $9.95

Please add 75¢ postage/handling; Californians 6% sales tax

DEALER INQUIRIES INVITED

Interurbans PO Box 6444 Glendale CA 91205

Watch for *When Fresno Rode the Rails* and *Interurbans Without Wires*, the doodlebug story–both to come in 1979!

ORIGINAL COLOR 35mm SLIDES
RAIL SCENE
1120 KENNEDY BOULEVARD
BAYONNE, N.J. 07002
SEND 1.00 FOR SAMPLE AND CATALOG

RAILFAN'S GUIDE to NEW ENGLAND 2ND EDITION

..Class I's, shortlines, industrial and tourist lines.
..Rosters, freight schedules and symbols.
..Engine terminals and photo spots.
..50 pages, photos, maps and more.

$4.95 POSTPAID

Jack Armstrong
4 Fisk St.
Adams, MA 01220

LIFE AFTER RETIREMENT

I was created by Baldwin in 9-29 for the Grand Trunk Western as #8372, an 0-8-0. For 30 years I worked faithfully for the GTW and they took excellent care of me, but the diesel entered our lives and our relationship broke up. In 1960 I was sold to Northwestern Steel and Wire for scrap, but I found friends here in Sterling, Ill. and was resurrected. Today I'm alive and well moving loaded and empty billet cars around the mill in the last commercial full time steam operation in the U.S. Listen to me on AiS cassette #12R/L-30 $4.95

Adventures in Sound
P.O. Box 96 Clay, NY 13041

FOURTEENTH ANNUAL EDITION

1979 STEAM PASSENGER DIRECTORY

Complete timetables, fares and photos of over 145 steam operated railroads, trolley museums and railroad museums in the United States and Canada. 168 pages, full color covers. The standard guidebook to tourist railroads. With dozens of Discount Guest Coupons to save you money.

Available at all tourist railroad gift shops, many hobby stores or write direct.

$4.00 postpaid
(Please add 50c for First Class Mail if desired)
EMPIRE STATE RAILWAY MUSEUM, INC.
P.O. Box 666-C
Middletown, New York 10940

WASHINGTON, D.C., August 29-31. Third Annual East Coast Railroadiana Show & Sale held in conjunction with NRHS National Convention at Hyatt-Regency Hotel in Washington. Over 100 tables of railroad items for sale. For information send SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

CONTINUING OPERATIONS

FELTON, CALIFORNIA, 1979 season. The Roaring Camp & Big Trees narrow gauge steam railroad has expanded their schedule to year-round daily operation (except Christmas Day) with steam power: Heisler, Shay or Hawaiian 0-4-2. Summer schedule June 2-September 3, trains at 11:00, 12:15, 1:30, 2:45 and 4:00 with some schedule on weekends through October 25 with one noon train on weekdays. Winter schedule October 29-April 6 has weekend and holiday trains at noon, 1:30 and 3:00 with weekdays of one train at noon. See spectacular mountain redwoods and steep mountain grades—plus switchback—to top of Bear Mountain. Group rates and charaters available. Contact: Roaring Camp & Big Trees Railroad, Felton, CA 95018; 408/335-4484.

STEAMTOWN, VERMONT, 1979 season. Steam trains powered by ex-CPR 4-6-2's depart Riverside station (one mile north of Bellows Falls in U.S. Route 5) for 24-mile 1½ hour round trip to Chester over Green Mountain R.R. former-Rutland trackage at 11:35 a.m., 1:35 and 3:35 p.m. weekends only through June 23, daily from Memorial Day through Labor Day, weekends through September 22 and daily then for fall foliage through October 14. Fare including train ride, museum admission and parking is $6.25 per adult and children $2.95 (kids under age two, free). Steamtown Railfan Weekend will be October 20-21, 1979. Contact: Steamtown Foundation, P.O. Box 71, Bellows Falls, VT 05101; 802/463-3937.

NORTH CONWAY, NEW HAMPSHIRE, 1979 Season. Conway Scenic Railroad offers 11-mile ride from huge restored 1874 depot containing ticket office and museum. Motive power is 0-6-0 47, 2-6-2 108 or 44-ton diesel 15 with train of open and closed cars. Roundhouse and turntable in daily use. May 5 through June 10 weekends only plus Memorial Day; daily June 16 through October 21. Departures 11:00 a.m., 1:00, 2:30 and 4:00 p.m., with weekend "Sunset Special" at 7:00 p.m. in July and August. The beautiful Mount Washington Valley area offers fine dining, lodging, shopping and camping. Contact: Conway Scenic Railroad, Inc., P.O. Box 947, North Conway, NH 03860; 603/356-5251.

ORBISONIA, PENNSYLVANIA, 1979 season. Railways to Yesterday, Inc., operates the Shade Gap Electric Railway over a former branch of the East Broad Top Railroad. Representative collection of interurban and street railway equipment restored, operating and on display. IRS-accredited non-profit agency accepts new members in program to preserve railway artifacts. Operating season is weekends May 26 through October. Adjacent East Broad Top narrow gauge steam trains run weekends June through October and daily in July and August. Details from S.G. Shook, 160 Andover St., Wilkes-Barre, PA 18702.

GLENCOE, MISSOURI. Wabash, Frisco & Pacific Assn. operates a 12" gauge live steam railroad with a one-mile round trip behind an oil-burning 4-6-2. Sundays only from May through October, 1:00 to 4:15 p.m. Located 25 miles west of St. Louis and about ten miles west of the National Museum of Transport. For free brochure, send SSAE to: David J. Neubauer, Trainmaster, 1569 Ville Angela, Hazelwood, MO 63042.

ORGANIZATIONAL NOTICES

SOUTH SHORE RAILROAD SOCIETY is a newly organized railfan group in the Chicago area dedicated to "The Nation's Last Electric Interurban". Contact: J. Smatlak, 1418 W. Belmont, Chicago, IL 60657.

JACKSONVILLE LIVE STEAMERS is a new group of persons interested in live steam in all scales both on rails and on the sea. They plan to host steam meets on members tracks, bull sessions, shows and visits and publish a newsletter. All types of rail and steam activity are planned. Contact: Harold L. Powell, Route 2 Box 1491, Callahan, FL 32011.

PORRECA'S

COLOR RR SLIDES

- Approx. 12,000 locomotives
- Over 650 railroads & industries
- 40 photographers
- Many bicentennials
- Many units now scrapped/repainted/merged
- Catalogs are great references
- Custom color work
- Faster service

$2 FOR 3 CATALOGS AND SAMPLE SLIDE

PORRECA AND ASSOCIATES
P.O. Box 22, Boulder, Co. 80306

Available from The MAILBOX
Fogg Reproductions of Alco Locos
Notecards - Slide Sets - Misc. Ad Materials
and Specs. SSAE for free price lists.
THE MAILBOX PO Box 400JF Round Lake, NY 12151

HI-FI TRAIN RECORDINGS!

A STEAM RAILROADING SPECTACULAR

Vol. CR-1 60 min. Cassette
Action packed program with main line & short line loco's at X'ngs, grades, switching, etc.
Loads of nostalgia
Recorded on highest quality professional equipment
Vol. CR-1 $8.50
Vol. CR-2, records coming, no details yet

f. Siedow Engineering Specialties
1286 Stayner Rd., San Jose, Calif. 95121

ALCO BUILDER'S PHOTOS

Photos from original builder's negatives of over 5600 Alco locomotives built in Schenectady and seven other plants, 1867 to 1954.

Second edition of catalog now available, expanded to include erecting cards, snowplows, autos and specification data, 150 pages, illustrated. $4.00 postpaid (NY res. add 4% sales tax). Order from:

ALCO HISTORIC PHOTOS
PO Box 655, Schenectady, NY 12301

RAILFAN BINDERS

PRESERVE YOUR COLLECTION

Keep your RAILFAN collection neat, organized, and safe; ready for instant use. Handsome official olive binders are stamped in gold, hold 12 issues. Be sure to include actual street address in addition to P.O. box number for expedited delivery. NJ residents include state sales tax.

$5.95 ea. + 75¢ post.
$1.25 post. outside U.S.A.

CARSTENS PUBLICATIONS, INC.
Reader Service Dept. 4801
P.O. Drawer 700
Newton, New Jersey 07860

Railroadiana

Bound volumes & back issues

The bound volumes of RAILFAN Volume One have been sold out, and there will be no more available. We thank those of you who ordered them for your response.

We regret that we will not be able to supply back issues of *Railroad* Magazine. This includes the January 1979 issue, the last *Railroad* to be printed. Popular Publications International, the former publishers of *Railroad,* have no supplies of the magazine available and there are no *Railroad* staffers remaining in their corporation—all correspondence with regard to *Railroad* that is sent to Popular is forwarded to Carstens for disposal.

Back issues of RAILFAN and RAILFAN & RAILROAD will continue to be available from Carstens while the supply lasts. We are auditing our stock room and should have a revised list of available back issues in the September 1979 R&R.

Product news

The Mineral Belt, Vol. II, Old South Park—Across the Great Divide, by David S. Digerness, has just been released by *Sundance Publications, Limited,* P.O. Box 597, Silverton, CO 81433. The second epic 416-page volume on the DSP&P covers the history, equipment, geography and geology of the area including the Leadville-Climax line, Alpine Tunnel and the Crested Butte and Baldwin branches. It's a lavish book for $45.00.

The *West Jersey Chapter NRHS* is celebrating their organization's 35th Anniversary with a specially commissioned Whistle Stop Mug wearing the red and gold Pennsylvania-Reading Seashore Lines herald permanently fired on. These mugs are available exclusively from the Chapter at $4.95 per mug (three or more get a 10% discount) plus 50¢ postage. Order from West Jersey Chapter NRHS, % Tony Macrie, 591 Greenwood Drive, Hammonton, NJ 08037.

Please mention you saw it in RAILFAN & RAILROAD when writing to advertisers or for items listed in this column.

Gil Reid, P.O. Box 251, Brookfield, WI 53005, has released a new print of one of his fine watercolor paintings. This one features an Erie K5a 4-6-2 wheeling the *Erie Limited* through "JA" above Jefferson Junction at the south end of Starrucca Viaduct (for that same scene with a UP U30C, see page 50 of the Fall '76 RAILFAN). The full color print features the painting 13"x19" centered on a good 16"x22" paper stock. Price of $5.00 includes 3rd Class postage in mailing tube (Wisc. res. add 4% tax).

The Baggage Car, formerly of Strasburg, Pa., has moved to Box 733, Morrisville, VT 05661, reflecting Ed Lewis' new position on the Lamoille Valley Railroad. After a delay caused by the new job and moving, Ed has now released his totally new edition of the *American Short Line Railway Guide,* an absolute must for any active railfan or short line enthusiast. Rosters are now included with each listing, and other minor changes should make this new *Guide* even more useful. Price is $9.95 softcover and $14.95 in a limited hardcover edition, postpaid.

Interurbans, P.O. Box 6444, Glendale, CA 91205, has just released its first non-traction book, a 112 11"x8½" page softcover 40th Anniversary tribute to Los Angeles Union Passenger Terminal entitled *The Last of the Great Stations,* by Bill Bradley. Top-notch photos from past to present are augmented by lucid text, diagrams and timetables. Price is $9.95.

Main Line Motion Pictures, P.O. Box 24480, Richmond, VA 23224, has produced a 216-foot Super 8mm sound color movie *610 on Southern Rails* featuring the former-T&P 2-10-4 on a variety of SR excursions. Included are runbys, a cab ride and unusual footage of a speed run looking over the engine as seen from the top of the tender oil bunker. The sound was recorded live in the camera, not dubbed in. Also available is

Railfanning is:

Getting panicky when you realize you can't remember the last time you photographed an RS1 in action.

ENGINE 999
in SOLID BRASS

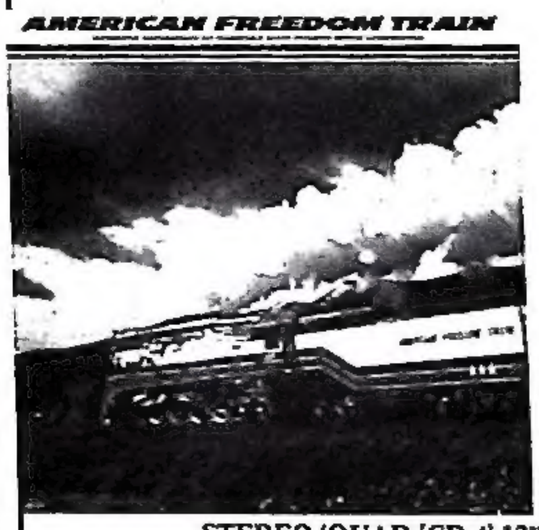
THE RAILROAD BUCKLE CLUB HONORS A FAMOUS STEAM ENGINE OF 1893.

Pride of the New York Central and Hudson River Railroad made a speed record of 112.5 MPH outside of Batavia, NY May 10, 1893.
Priced at

$12.50 Each + 75¢ Postage and Handling.
Send Check or Money order to:
THE RAILROAD BUCKLE CLUB
P.O. Box 861 BEECHER, IL 60401

Other brass and Stainless steel buckles available.
Send Stamped Envelope for Brochures.
Dealers Prices for Quantity discounts, ask for Whlse List.
Ill. Res. Add 5% sales tax.

RECORD of the MONTH
SB 4506 American Freedom Train™



to readers of RAILFAN
$9.50
this month ONLY to your DOOR

STEREO/QUAD [CD-4] 12" LP

Happy Birthday America, Hello Freedom Train with cab & trackside scenes of No. 4449; plus No. 2101 and No. 759. Beautifully packaged in a folder album, color on front and back, B&W photos inside, plus complete text. A sensational biCentennial souvenir gift for anyone, including yourself!

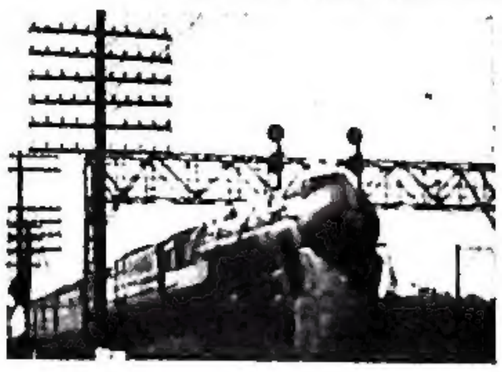
Offer good only during month of this magazine issue.

—FREE Catalog upon request —

Mobile Fidelity Records
P.O. Box 336, Burbank, Calif. 91503
or see your Hobby/Record Dealer

Stereo 8 or Quad 8 Track Tape— $9.50
Stereo Cassette— $9.50

New York Central's
THE RAILROAD SIGNAL



The New York Central's public relations department takes you exploring the interworkings of their NYC's extensive signal system. Included is the operation and maintenance, but the best part is the continued array of NYC steam power that passes before you.

This black & white film is of excellent quality and a must for NYC and steam fans alike.

Super 8, Magnetic Sound (350') ... 37.95
Super 8, Silent (350') 22.95
16mm, Optical Sound (630') 59.95

U.S. & Canadian shipments Postpaid
Parcel Post 4th Class
Foreign Surface add .50¢

Chad O'Conner's
"THE SLIM PRINCESS"
Southern Pacific Narrow Gauge
-COLOR & SOUND-

The year is 1954 as you board a regular freight run from Laws to Keeler and return on S.P.'s most unique operation. The impressive 16mm photography of Mr. O'Conner takes you into the cab, aboard the train, key run-bys, plus switching at the talc mine, plus the supreme synchronized sound recorded on location. A descriptive narration is included. This truly historic film is our first release from Mr. O'Conner's extensive collection.

Super 8, Magnetic Sound (207') ...33.95
Super 8, Silent (207') 29.95
16mm Optical Sound (375') 74.95

CALIFORNIA RESIDENTS: Please Add 6% Sales Tax
CATALOG AVAILABLE **Send check or money order to: *INTERURBAN FILMS***
DEPT. TM-14, P.O. BOX 60
SEAL BEACH, CALIFORNIA 90740

CARSTENS RAILROAD

If you are a modeler, a railfan or both, here are the books and publications that you want and need to bring added enjoyment to your hobby.

MODEL RAILROAD BOOKS

DESIGN HANDBOOK FOR MODEL RAILROADS **$5.00**
Paul Mallery explains how to design your model railroad, large or small: yards, mainlines, terminals, rivers, cities, mountains. Avoid pitfalls. C31.

LIONEL STANDARD GAUGE ERA **$2.00**
Photos and text describing almost every car and locomotive made by Lionel in Standard Gauge from 1906 to 1941. One of the few thorough books printed, an invaluable reference. C13.

COMPLETE LAYOUT PLANS **$2.00**
Trackplan book for modelers who prefer sectional track for layouts in O, 027, HO, S, and N, Track plan kits, 146 plans for every budget and ambition. C17.

ROLLING STOCK PLANBOOK **$3.00**
119 different freight, passenger, and non revenue-car plans plus 86 prototype car photos. Plans are HO and O for scratch builders, kit bashers, and railfans. C9.

CIRCUS TRAINS AND MODELING **$2.00**
Must reference for anyone interested in rolling stock used by real circuses since 1900. Many photos. C29.

RMC CUTOUT BOOK **$2.00**
Economical and fun way to get buildings on your layout quickly. Diner, water tank, depots, signs, much more, in color. C2.

TRACTION PLANBOOK **$5.00**
One of the main sources of trolley and interurban plans. From horse cars to streamliners. Illus., revised and enlarged. C16.

BASSETT-LOWKE RAILWAYS **$10.00**
England's famed Bassett-Lowke Works who made trains in gauges 0, 1, 2, 3, 4, plus live steam. Hardbound, includes 13 famous B-L catalogs. 01004.

A CENTURY OF MODEL TRAINS **$45.00**
Deluxe book of European old toy trains. 450 illus., 187 in full color. Hardbound. Must for every collector. The original edition and the most beautiful toy train book ever. 20001.

FRANK HORNBY **$3.95**
The boy who made $1,000,000 with a toy. Biography of famed pioneer toy train maker of Hornby, Meccano. Hardbound reprint of the rare 1915 original. A must for toy train collectors. 20002.

ELECTRICAL HANDBOOK FOR MODEL RAILROADS, VOL. I **$3.00**
Everything you need to know about the basics of electricity as applied to operating and wiring a model railroad. The most valuable work on the subject in print—anyone can understand it. C21.

ELECTRICAL HANDBOOK FOR MODEL RAILROADS, VOL. II **$3.00**
Advanced wiring and techniques easily understood by anyone who wants to make his model railroad operate better. C26.

As the publishers of RAILROAD MODEL CRAFTSMAN and RAILFAN & RAILROAD, we know railroading inside and out, no matter what the scale or gauge.

POSTERS

MELVIN POSTER **$2.00**
Increase passenger service on your railroad with our Melvin poster—the prototypical engineer, and our answer to the airlines' stews. Big 17x22". 0801.

VOTE FOR COL. CARSTENS **$2.00**
The ultimate poster! Here's the great railroad builder in full regalia exhorting the faithful to lay more track and bring back steam. 00803.

RAMSEY IN 1906 **$2.00**
Handsome full color Don Wallworth painting showing the Erie RR running past the depot and the old Journal Building. Reproduced 17"x22" suitable for framing. 00802.

RECORDS AND TAPES

THIS TRAIN IS BOUND FOR GLORY **LP $5.98 TAPE $6.98**
Dan Igor Glen sings railroad songs mixed with railroad sounds. Specify 12" lp at $5.98 (2002), Cassette (2003), or 8 Track (2004), $6.98.

RAILROAD BOOKS

RMC/RAILFAN ATLAS, 1978 ed. **$5.98**
Here's the latest Rand McNally Atlas with all Conrail & Amtrak routes, abandonments. Each state & Canada, complete. C15.

NYO&W 1898 EMPLOYEE TIMETABLE **$2.00**
Reproduction of 1989 employee timetable, with Chicago trains, milk and freight trains. Ideal for framing. Cream colored. C10.

INTERURBAN INTERLUDE: NJRT **$9.95**
E.J. Quinby's delightful coverage of the one time North Jersey Rapid Transit. Reads like fiction, but its true! Hardbound, great reading. 01002.

WILKES-BARRE & HAZLETON RY **$3.95**
The roller coaster interurban of Pennsylvania's anthracite belt comes alive in a book by motorman Quinby. Softbound. C25.

BINDERS

MAGAZINE BINDERS **$5.95 + .75 post ($1.25 post. outside USA)**
Durable vinyl binders for RMC, CC, FM, and Railfan. Gold stamped, each holds 12 issues. Specify magazine.

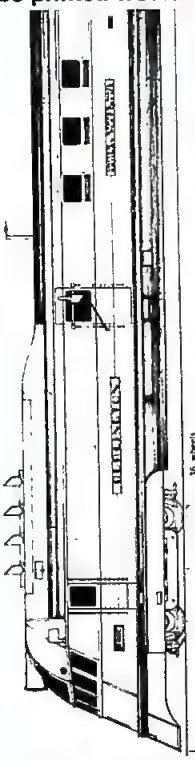
RAILROAD PLANS

PASSENGER CARS

SANTA FE LIGHTWEIGHTS **$2.50**
By George Trager. (A) 73' Budd 1942 fluted Baggage Car series 3432, RMC 8-69, (B) 85' Duplex Roomette P/S fluted. Plan 4100B, RMC 3-70; (C) 85' Super Chief Sleeper-Observation P/S plan 4115 fluted, RMC 4-69 O Scale. CR-3.

BOOKS & PUBLICATIONS

Please note our new line of quality soft bound railroad books. If hardbound, these fine books which deserve to be printed would be priced too high for many.



UNION PACIFIC LIGHTWEIGHTS **$2.50**
By George Trager. (A) 74′ Postal-Storage Series 5711 ACF 1957, RMC 7-69, (B) 85′ Chair Car plan 7471 P/S 1941 Series 5339, RMC 9-70, (C) 85′ Club-Lounge ACF 1949 UP series 6200 also C&NW series 7900, RMC 7-70. CR-4.

SOUTHERN PACIFIC SUNSET LIMITED LIGHTWEIGHTS **$2.50**
By George Trager, (A) 85′ fluted Budd 1950 Diner series 10210, RMC 4-69, 85′ fluted Budd 1950 Lounge Car series 2987, RMC 3-69, 85′ fluted Budd 1950 Coffee Shop Lounge series 10407, RMC 3-69. CR-5.

MILWAUKEE ROAD SKYTOP OBSERVATION CARS **$2.50**
By George Trager, (A) Parlor-Observation series 186 P/S 1948 Hiawatha, (B) Sleeper-Observation Creek series P/S 1948. RMC 11-71. Plan includes Canadian National underbody revision CN 1900 series ex Creek series. CR-6.

STRUCTURES

CURVED WOOD TRESTLE **$3.50**
500′, full size HO bents plus half size side diagram. Canadian National. RMC 1-66. CR-1.

ARTICULATED TRAINS

BURLINGTON PIONEER ZEPHYR **$2.50**
By Marshall Thayer. RMC 2-71, 3-71 Original 1934 three car Budd train plus Coach 500 added 1935. CR-2.

NEW BOOKS

COLORADO MEMORIES OF THE NARROW GAUGE CIRCLE **$12.00**
By John Krause and Ross Grenard, featuring previously unpublished photos by Krause, Hastings, and others. Colorado's NARROW GAUGE CIRCLE is depicted in its last 20 years with emphasis on passenger trains like the *SHAVANO*, the *SAN JAUN*, and the RGS Galloping Goose before the tourists invaded. The famous Rocky Mountain Railroad Club trips are also depicted as well as freights, mixed and even the final scrapping operations. 130 11″x8½″ pages. Softbound, color cover. C35.

THE FINAL YEARS: NYO&W **$8.00**
By John Krause and Ed Crist. Covers the final twenty years of the Shawangunk carrier, from Weehawken to Oswego, Scranton and Kingston. 200 photos plus maps and other illustrations provide a remarkable view of the New York, Ontario & Western's final steam days and the decade of diesel operation. It was the kind of road that operated FT units in passenger service with diesels and big and small steam in the picturesque hills of New York and Pennsylvania. You'll know why the O&W was a railfan favorite. Softbound, 98 8½″x11″ pages, printed on heavy coated slick paper stock. C32.

UNION PACIFIC (due soon) **$10.00**
Krause & Grenard monograph covering the steam-diesel transition period on the Union Pacific: great photos.

By keeping the cost down and the quality up, we can bring you books on a variety of subjects you have told us you want in print. Watch for new releases.

CASS SCENIC RAILWAY **$3.00**
By Frederick Kramer and John Krause. How western Virginia's biggest logging rail operation became one of America's most distinctive and authentic tourist railroads with geared engines climbing incredible grades. This book shows Cass in the days of Mower Lumber and as it is today. The second in the new series of railroad monographs popularly priced. Photos show the equipment and right of way. Softbound, 40 8½″x11″ pages, printed on heavy coated matte finish stock. C33.

LONG ISLAND RAILROAD **$8.95**
By Fred Kramer and John Krause. Let John Krause show you a "different" Long Island Railroad: East of Jamaica in the 1940's and 1950's, it was a railroad of peddler freights, unexpected sights and commuter trains with G5's, K4's, and FM's. And it's all yours in one great book. 96 8½″ x 11″ pages, printed on heavy coated slick paper, softbound. C34.

WESTERN MARYLAND (coming)
Krause & Grenard. Railroad monograph of the WM Appalacian portion. Last days of steam and early diesels. Follow the fire ball through the Alleghenys in it's golden age.

CARSTENS

Carstens Publications, Inc.
Reader Service Dept. 4823
P.O. Box 700
Newton, New Jersey 07860

Instructions: Write the quantity, stock number, title and price of the publications you wish below. The stock number, if any, appears at the end of the description, i.e., the Traction Planbook is number C16. N.J. residents add 5% sales tax below the subtotal. All publications are shipped to you postpaid except binders and back issues which require extra postage charges. Refer to the postage required in the description and enter it below the sales tax.

Quan.	Stock Number	Title	Price
		Sub Total	
		N.J. Sales Tax (if applicable)	
		Postage (if any)	
		TOTAL	

I enclose a total of $_____ in check or money order.

Name _____

Address _____

City _____ State _____ Zip _____

[please type or print legibly]

COMING SOON!

PRAIRIE RAILS

By ROBERT P. OLMSTED

Features over 250 previously unpublished photos of Alco road switchers on the Dakota prairies, covered wagons in Iowa, matched high-nose Alco Centuries in Wisconsin, Baby Trainmasters in Upper Michigan ore country, snowplows, late model EMD's on pig and coal trains, Geeps on grassy branch lines, Falcons, and much, much more. All sections of the contemporary North Western are covered in this 168-page, 8½ x 11, hard cover volume with full color Fogg dust jacket. $20.95.

Order from:

RESERVE YOUR COPY TODAY!

Publication Expected in August, 1979

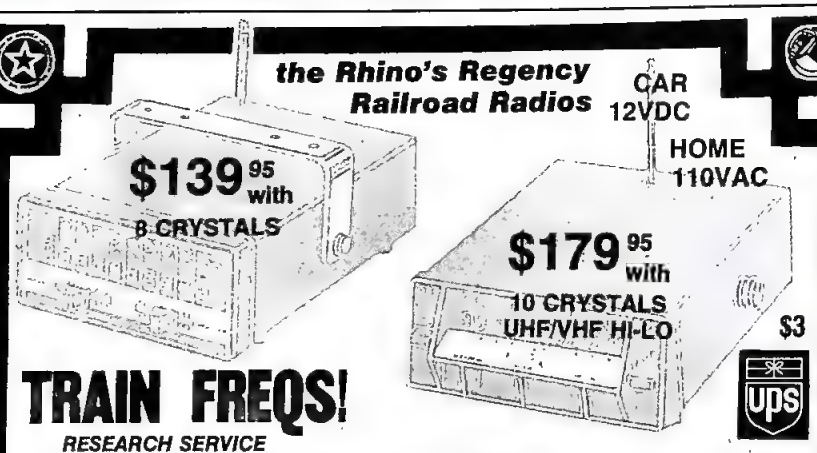
Illinois residents add 5% tax

McMILLAN PUBLICATIONS
3208 Halsey Drive
Woodridge, Illinois 60515

the Rhino's Regency Railroad Radios

CAR 12VDC

HOME 110VAC



$139.95 with 8 CRYSTALS

$179.95 with 10 CRYSTALS UHF/VHF HI-LO

$3 UPS

TRAIN FREQS!

RESEARCH SERVICE

There are 98 frequencies in use on the North American Continent. We stock them all. Our crystals fit all scanners including Bearcat. Please specify scanner brand when ordering. Each crystal costs $5.95+15¢ postage.

FREQUENCY RESEARCH We maintain current information on all railroads. If you do not know what is active in your area, send $2 and we will hand prepare a list. The $2 is refundable on a radio purchase.

VISA FAST MAIL ORDER SERVICE master charge

PRO CUSTOM HOBBIES

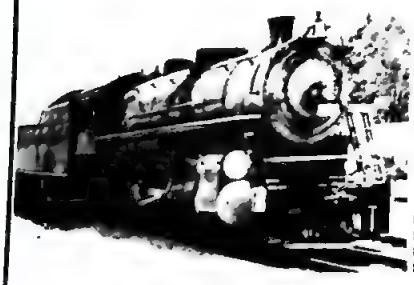
742 Frederick Road Catonsville, MD 21228

301/788-8770

THAT AMAZING 610

Ex Texas & Pacific 2-10-4 type locomotive No. 610 on three different Southern Railway fan trips. Cincinnati, Ohio to Danville, Ky. in 1977. Lexington, Ky. to Danville, Ky. and Huntingburg, Ind. to New Albany, Ind. in 1978. A choice selection of scenes ranging from roaring by at speed to starting up Erlanger hill at Ludlow, Ky. IN SYNCHRONIZED SOUND with the picture and color quality you expect from STARLAKE FILMS.

No. 809...Super 8 Color & Mag. sound..... 204 ft..$40.75
No. 1609..16mm Color & optical sound..... 384ft..$70.00



THERE WAS STEAM IN '77

PART TWO

The first half of this film features the CHESSIE STEAM SPECIAL as it roars across southern Michigan and northern Indiana, in the rain and sun. The second half is of SOUTHERN 4501 on a run from New Albany to Huntingburg, Indiana. Scenes of starting, stopping, runpasts, and two minutes of pacing from 50 to 60 m.p.h. IN SYNCHRONIZED SOUND you have to see to fully appreciate the 4501.

No. 808 Super 8 sound & color..... 203 ft...$40.75
No..1608..16mm sound and color..... 362 ft..$70.00

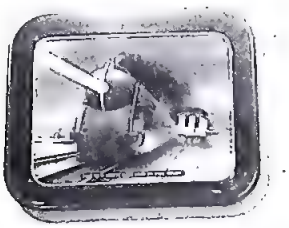
(Note) Because of an increase in laboratory charges the prices of our films are now—
$40.75 for any super 8 color and sound film
$70.00 for any 16mm color - optical sound film.

All Films Postpaid In The U.S. Indiana Residents Add 4% Tax

STARLAKE FILMS

P.O. Box 306
Knox, IN 46534

Royal Hudson on Southern Rails featuring ex-CPR 2839 including a cab ride and runbys. Either film is $38.75 in Super 8mm color with synchronized magnetic sound. They are also available in Super 8mm silent with tape cassette sound for $35.00, or Super 8mm silent film only for $29.50.

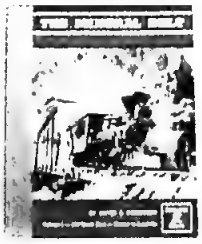


Bryan Station, Box 512, Bryan, OH 43506, is manufacturing a novel and attractive 10½"x13" metal serving tray with a full color reproduction of an original oil painting lithographed onto its surface. The painting, "The New *Centuries* Pass in the Night", is a very fine updating by Allan Alvaney of William Harnden Foster's 1924 classic NYC calendar. Alvaney's version features a streamlined Hudson and modern observation car, but vividly captures the style and drama of the 1924 original. The tray itself is deep blue with a gold border around the painting. The tray sells for $12.95 plus $1.00 postage and handling shipped UPS.

Remember to mention RAILFAN & RAILROAD when writing to advertisers.

We just got a sneak preview of an unbound copy of *Western Maryland Diesels,* a new 116-page softcover book from *Crusader Press,* P.O. Box 54, Ambler, PA 19002, and were very impressed. The book shows fine reproduction in both the b&w and color work and an excellent variety of photography. Price is $10.95 (Pa. res. add sales tax) plus 50¢ postage.

Book reviews



The Mineral Belt, Vol. 1, Old South Park-Denver to Leadville, by David S. Digerness, published by Sundance Publications, Ltd., P.O. Box 597, Silverton, CO 81433. Deluxe hardbound, 416 8½" x 11" pages; $45.00.

The Denver, South Park & Pacific, along with its corporate successors, has always exerted a fascination on the imagination which transcends almost everything else in Colorado railroading. In the last three decades, starting with the late Mac Poor's history, its life and times have been the subject of a Pictorial Supplement for the original book, a reprint of the now almost-unobtainable 1949 volume, and a history published by the Colorado Railroad Museum. It would seem that there might be other aspects of railroading in the Centennial State worth writing about, but as our English cousins would say "ever the faith endures."

The latest opus is the first of a series entitled *The Mineral Belt,* Volume I, *Old South Park-Denver to Leadville.* As may be expected, it deals with narrow gauge operations through South Platte Canyon, at the storied Como engine terminal, over Boreas

Illustrated Catalog $2.00
RR LAMPS, ARTIFACTS & GRAPHICS
(Catalog price refunded on first order)
Largest Selection of RR Lamps
Kerosene and/or Electric
IRON HORSE SHORT LINE
10501 Taconic Terrace
Cincinnati, Ohio 45215

Over 300 Embroidered Cloth R.R. Emblems ..... 3/$1.80
Catalog and 3 samples $2.00
Railroad (Hickory) hats • Railroad Jewelry
Dealer Inquiries Welcomed
W.N. RICH 137 Old Long Ridge Road
Stamford, Conn. 06903

Unique **B&O, PRR, NYC, WM** Railroad Books...see your dealer or write for free literature.
BARNARD, ROBERTS & CO., INC.
6655 Amberton Dr., Balto., MD 21227
301 796-5655

The Short Line
The Journal of **Shortline and Industrial Railroads**
• Shortline Railroad Histories
• Industrial and shortline operations
• All-time locomotive rosters
• State rail location surveys
6 issues per year, $5.75 by 2nd class mail
$8.00 by 1st class mail
P.O. Box 16470, Greensboro, N.C., 27406

Pass, the "Cloud City" of the Tabors, the Unsinkable Mrs. Brown and—before 1893—untold wealth in Silver Carbonates. However, since the author is also a mineralologist and a fourth-generation Coloradoan, it covers a great deal besides. Unique among Colorado railroad histories, it devotes a great deal of text to both the mines that were the *raison d'etre* for the narrow gauge's existence, and the people whose lives were intertwined with it.

As such it is the story not only of the railroad but of the mining frontier and the pursuit of riches which was the dominant coda of much of Colorado history. The illustrations in the book are superb, ranging from 19th century scenes to some excellent contemporary color work, and photos by Dick Kindig, Otto Perry, William A. Gibson and others (which for some inexplicable reason are all listed as being from the David Digerness collection). Illustrations show everything from mining techniques to the grand opening of the Carbonate National Bank of Leadville, schools and churches, and other aspects of life that were part and parcel of the era.

While the style is somewhat subjective and the concept of the book a little different than what has gone before, it is an interesting book. Done with Sundance's usual quality, it commands and deserves high price, but even those who have perused the earlier and more monumental volumes will find it interesting—ROSS B. GRENARD.

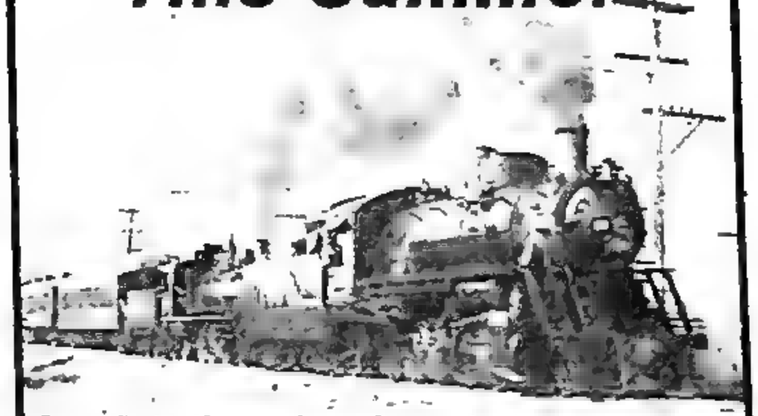
Wheels Rolling—West, by Dave Styffe and Ted Benson; published by Westrail Publications, P.O. Box 300, Glendora, CA 91740. 80 10½" x 8¼" pages, hard cover. $14.50.

The art of black & white photography is alive and well and thriving on the West Coast. The authors and contributors to this book are not only preserving but appear to be advancing the art of black & white photography. As one might expect, *Wheels Rolling—West* is a railfan pictorial, but we've had quite a lot of rather good pictorials lately. What makes this one outstanding is its careful editing and meaningful and lucid text combined with some of the very best photography and most beautiful reproduction we've seen.

It's been my experience judging by the material that flows through the RAILFAN & RAILROAD office that the art of black & white pho-

POSTCARDS
IN FULL COLOR, NATURALLY
Selections from our large inventory of standard and Super railroad postcards.
10 full size Super cards (6"x9") $2.50
30 Standard post cards $3.00
Add 50 cents shipping &
New York State Residents add sales tax.
Audio-Visual Designs
P.O. BOX 24, EARLTON, N.Y. 12058

Ride Our Railroad This Summer



STEAM TRAINS
STREETCARS
INTERURBANS
150 Pieces of Equipment
OPEN DAILY JUNE–AUGUST
WEEKENDS Through OCTOBER
JUNE 16
RAILROADIANA FLEA MARKET
AUGUST 19
TOY TRAIN SWAP MEET
ILLINOIS RAILWAY MUSEUM
Union, Illinois 60180
Phone: 815-923-2488.
Chicago Area Information:
312-262-2266

We stock over 400 Railroad books, listed are only a few of the latest arrivals....Write for your FREE listing today!
SPECIAL: 20% discount off prices shown on orders of at least $35.00 if ordered before June 30th 1979.

America's Colorful Railroads
Over 200 pages, all color, a real nice book... $30.00

Union Pacific Steam Locos'
Beginning to end, over 300 pages, lots of photos $35.00

American Diesel Locomotive
Pictorial inventory of Diesels in use in USA, over 250 pages of B&W photos and drawings. $17.50

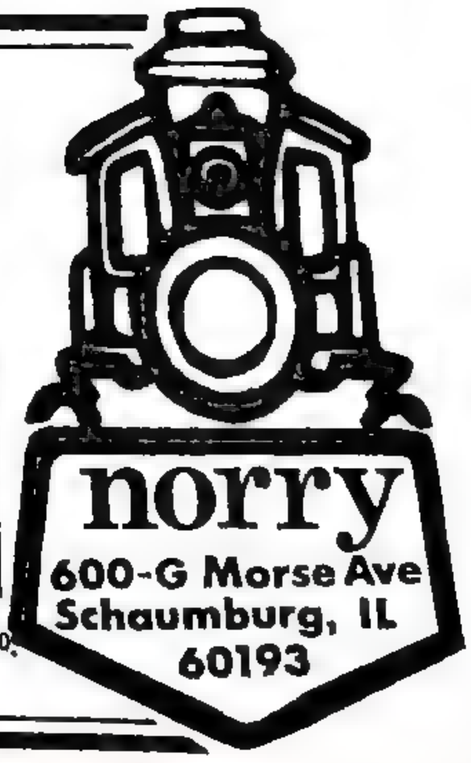
Railroads of North America,
Vivid Panorama from early 4-4-0's to modern Amtrak-128 pages, both color & B&W photos..... $14.98

Encyclopedia of Railroads,
Over 900 photos on 450 pages in color and B&W of the world's railroads and locomotives $19.98

____Payment Enclosed
____Charge my____MC____VISA
Card Nr._____
Expires_____Intrbnk Nr._____
Signature_____
NAME_____
ADDRESS_____
CITY_____STATE____ZIP____

QTY	TITLE	PRICE

Availability & prices subject to change.
Please add $1.50 postage for any order under $10.00.
IL. Res. Add 5% Sales Tax



Railroad Record Club
25 steam and 16 traction selections being remastered to12"stock. Write for free information.
RAILROAD RECORD CLUB
Hawkins, WI. 54530

SALES AND SERVICE
VHF/UHF Scanners,
Portables,
Industrial Receivers
ALL CRYSTALS
IN STOCK
Southwest Electronics
P.O. BOX 1099 PRESCOTT, ARIZ 86302
PHONE: (602) 445-1942

THE DEPOT ATTIC
377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers
In Railroad Memorabilia"
Offering a Large Selection of Authentic Railroad Paper and Hardware Material.
Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.
Write, or Phone 914-693-5858 (Evenings)
Store Hours: Weekends Only 12 to 5:00 PM
Send $1.00 to Receive Catalogs

RAILROAD POST CARDS
72 New Post Cards For 1979
Name Passenger Trains, Short Line RR's And A Variety of Others.
Send $6.00 For All 72 New Post Cards or S.A.S.E. for Complete Listing to:
MARY JAYNE'S
RAILROAD
SPECIALTIES, INC.
7470 Lincoln Street
Hollywood, Florida 33024
Dealers Inquires Invited.
Please Visit Us At The Alleghany Central RR at Covington, Virginia This Summer.

WM
WESTERN MARYLAND
116 pages, 10 in Full Color • $10.95
A complete history of the WM's diesel locomotive fleet by Richard W. Jahn and John D.L. Johnson. Over 200 illustrations, all-time roster, maps, 11x8½, soft cover. Add 50¢ postage. PA res. add sales tax
Crusader Press
P.O. Box 54, Ambler, PA 19002

tography is going through some rather lean times. Those photographers who have mastered the darkroom seem to be striving for the ultimate "calendar shot" and lack the creative imagination that produces a wide range of stimulating graphic images. The "arty" photographers all too often let the camera do all the work and permit little things like sharpness, grain and tonality fall by the wayside in their final prints. A substantial number—myself included—do a decent job of photojournalism and can handle typical rail subjects adequately. But technical excellence combined with a graphic awareness is rare—except, apparently, out West.

The sheer quality of the images in this book will knock your socks off. SD's are etched against snowy mountains and F's intrude on a desert landscape. Wide angle shots, telephotos, pans, back lighting and night shots cascade through the pages in what I feel is some of the best work our hobby has produced. The photographers obviously know their craft both lineside and in the darkroom.

The book starts right out acknowledging the leader in setting these high standards, the High Priest in this Cult of Excellence: Dick Steinheimer. Those who have followed in his footsteps have had to achieve a very high degree of competence to even qualify. Their photographs are not just three-quarter shots of trains going by or a picturesque setting containing a three-quarter shot of a train going by. Co-author Ted Benson has already established himself as probably the top photojournalist in the hobby, and his efforts here in both test and photos will reinforce his reputation. It is a real credit to the "*CTC Board* crowd", however, that without photo credits it would be difficult to distinguish the work of any one of the contributors from the others.

Diesels are the focus of this book, but a few steam sequences set the stage, and the 4449 from 1951 to the *American Freedom Train* works as an overall unifying theme. If 80 pages doesn't sound like much for a pictorial, consider that the superb 200-line halftone screens and gray-on-black duotone printing on heavy stock means that photos don't necessarily need to be large to be effective. A surprising number of photos are quite small, but the sensitive graphic layout gives each its due "presence".

Whether you seek armchair enjoyment or a real inspiration to advance your own photography, I think this book will be a rewarding experience—J.B.

ROARING USO's....

Roaring U50's ... Union Pacific's Twin Diesels, by Rev. Harold Keekley, published by George R. Cockle & Associates, Box 1224, Downtown Station, Omaha, NE 68101. Softcover 80 8½"x11" pages, $9.95.

To those of us who saw them, it's hard to believe the U50's are gone. I saw the debut of the first one at the Railway Progress Exposition in Chicago in 1963 and remember vividly the red carpeting in its huge picture-window cab. The carpeting was only for the show, and a cab ride in one of the Southern Pacific trio on the Cotton

KEY, LOCK AND LANTERN
IF YOU COLLECT RR HARDWARE, YOU NEED KEY, LOCK AND LANTERN!
PUBLISHED QUARTERLY $7.00 / YEAR
S.A.S.E BRINGS SAMPLE ISSUE
KEY, LOCK AND LANTERN
P.O BOX 15 SPENCERPORT, N.Y. 14559

ROLLING THUNDER
75 films of steam engines & name trains
1935 to 1978
Color—Sound—Super 8
Sunday River Productions
P.O. Box 565 Concord, MA 01742
Send $1.00 for illustrated catalogue

RAILFANING THIS SUMMER?
Don't do it without the new completely revised edition of the *American Short Line Railway Guide*. More than 350 operating short lines are covered. 133 8½x11 photo and information packed pages. History, traffic, ownership, equipment info plus listing of all roads abandoned since 1945. Color covers highlight this reference book.
Softbound ..... $ 9.95 ppd.
Limited Hardbound Edition ..... $14.95 ppd.
THE BAGGAGE CAR
Box 733, Morrisville, VT 05661

5 CHIME ALUMINUM STEAM WHISTLE
10" long
097-1500 ..... $16.95
TRACTION WHISTLE
097-1502 ..... $6.95
WHISTLE HOLSTER
097-1501 ..... $2.50
Operated by lung power or air compressor
At your Hobby Shop or Rail Museum or order Direct
STEPHEN A. MINTZ CO.
705 Scottsdale Road
Westminster, Md. 21157

FAMOUS STEAM LOCOMOTIVES
THE LOCOMOTIVE ENGINEERS' BOOK — now available to all. First published by the Brotherhood of Locomotive Engineers, FAMOUS STEAM LOCOMOTIVES, a 96-page high quality album of classic steam photos, is once again in print.
"A collector's item" says RAILROAD Magazine.
11 x 8½, $6.00 postpaid.
Order from the author:
Richard J. Cook
P.O. Box 6271
Cleveland, Ohio 44101

Belt a few years later gave me a good look at the beast in its natural element—it "wandered" down straight track and was solid as a rock on curves, just the opposite of what I'd expected. I got a particular chuckle out of Rev. Keekley referring to them as "Whirlybirds," because the most memorable characteristic of the U50 was the squealing clutch and thundering fan right behind the cab that overwhelmed all other sound when it cut in.

Rev. Keekley's book is an 80-page pictorial dedicated to the Union Pacific's U50's and U50C's. In a softcover format with slick paper, he mixes a heavy dose of photography with a minimum amount of text and enthusiastic if not exactly brilliant captions. Photo reproduction ranges from fair to good with a liberal sprinkling of color photos to liven things up. The black & white photography appears to have been pulled from the author's color negatives, and the finished reproductions lack the crispness and tonality of good original b&w work. The book makes no pretenses, however, at being a technical treatise or pictorial salon, and the photography is adequate for the affectionate tribute the author is paying to two fine classes of locomotives.

Perhaps the most stirring aspect of the book is its coverage of the magnificent but short-lived U50C's, fine locomotives with one fatal flaw. The original U50's were obviously a blend of the turbines' span bolster running gear and a pair of U25B's, and that they were less than a smashing success came as little surprise. But the U50C's cleaned up the act. They rode on no-nonsense C-C running gear and rearranged the machinery to unify the air system and provide the perfect package—they solved all the problems of the U50's engineering and cumbersome running gear. But they were given unproven aluminum wiring on the high-voltage side, and when the electrical engineers' calculations came up against the Union Pacific's weather, speed and tonnage, the wires began to melt. Their life span was less than ten years, and their distinctive flat faces will be sorely missed. Books like *Roaring U50's* ease the loss—J.B.

Recording reviews

Accent on Steam, Volume One, 12" 33⅓ r.p.m. stereo record or cassette tape by Arkay Enterprises, 5893 Amapola Drive, San Jose, CA 95129. Cassette or record: $6.98.

The idea of shelling out good American greenbacks for recordings of foreign steam never particularly appealed to me. My motto is "Never trust a steam locomotive that doesn't make any noise," and my general impression of foreign power has always been that of quiet precision and an underwhelming presence. The "Gresley beat" exhaust was facinating if elusive on the *Flying Scotsman,* but I'd love to have heard that tune played by a UP 4-12-2—and I've always gloried in a friend's story of a genuine Made-in-the-U.S.A. 141R Mikado blowing those effete French 2-8-2T suburban teakettles right out of the scene at Gare du Nord in Paris.

So what about a new record release featuring South American 2-8-0's and 2-10-2's

NEW!

BUMPER STICKERS

$1.00 ea.

Full Set of 6 only $5.00

PLUS 25¢ postage and handling

OLD RAILFANS NEVER DIE... THEY JUST LOSE TRACK
ANOTHER CRAZY RRGEOLOGIST OUT CHASIN' TRAINS
CAUTION! MODEL RAILROADER IN TRAINING!
HAVE A TENDER BEHIND!
Model Railroaders... are RIGHT ON TRACK!
KEEP ON TRACKIN'

ALL© 1978

BRIGHT RAILROAD COLORS!

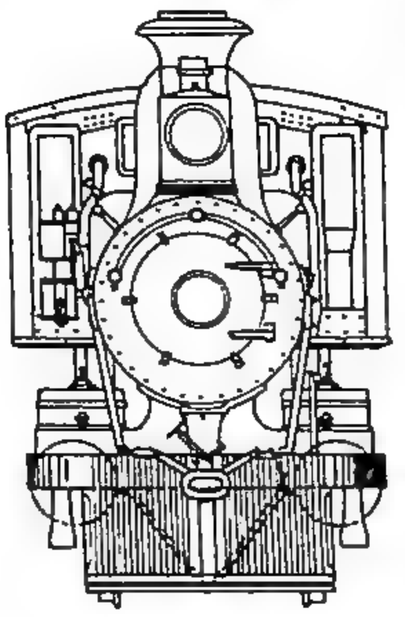
SEND for FREE CATALOG!!!

Dealer inquiries invited!
Check or Money Order.
Florida residents, add 4% sales tax.

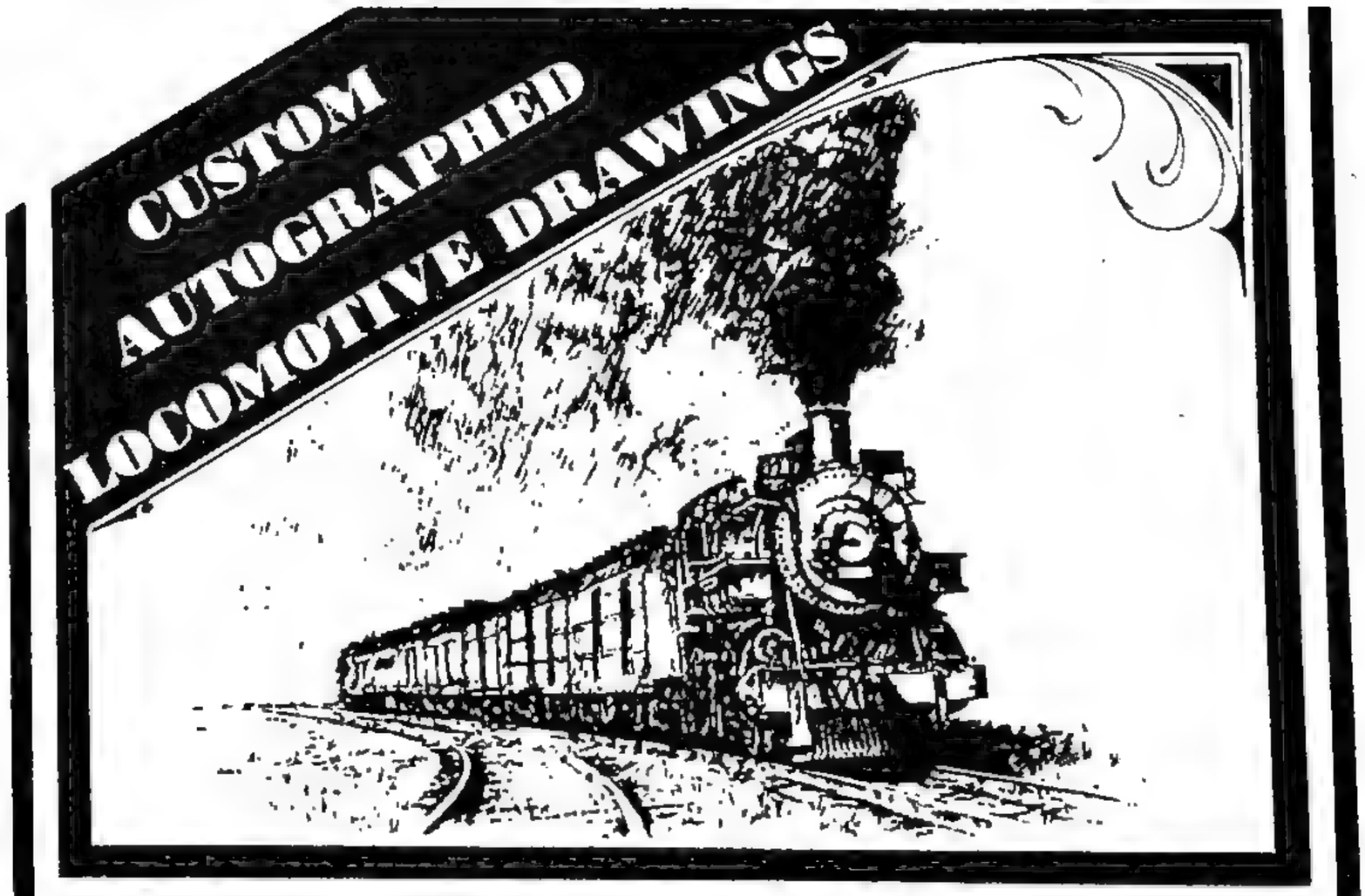
Send to:
CREATIVE CALENDAR
P.O. Box 10964 / St. Petersburg, Fl. 33733

LOCOMOTIVE CATECHISM

Robert Grimshaw's classic 1908 work on the steam locomotive is again available in a hard bound, gold stamped reprint. LOCOMOTIVE CATECHISM is the most informative, engrossing book on the steam locomotive available today at any price. Its 832 pages answer over 3000 questions on steam locomotive design, operation, and repair. With hundreds of line drawings and an exhaustive index, LOCOMOTIVE CATECHISM is ideal for rail fans, modellers, and live steamers - anyone fascinated by steam. To order your copy of LOCOMOTIVE CATECHISM, send $24.00 (Californians add 6% sales tax) to:



LOCOMOTIVE REPRINTS P.O. BOX 3443 ANAHEIM, CA 92803



From M.F. Kotowski, custom art that has been seen in a number of Westside and Key Limited ads. Send for listing and prices. Also available; full colour print sets.

M.F. KOTOWSKI • 21 N. HARRISON AVE., SUITE 200 • CAMPBELL, CALIF. 95008

3 NEW RELEASES FROM CUSTOM STEAM!

EXTRA 2839 SOUTH* - The Royal Hudson on SR rails! Hear superb trackside, in-cab, pacing, and behind-tender action! ***30 Min. Cassette $4.35; Reel $9.95 ppd.***

CANADIAN STEAM! - Action-packed sounds of CN 4-6-4's 2839*, 2860; 4-6-2's 1201*, 1246, 1293, 2317*; CN 4-8-2 6060; 4-8-4 6218; and GTW 2-8-2 4070! ***1 hr. Cassette $7.35; 8-T $7.95; Reel $11.95 ppd.***

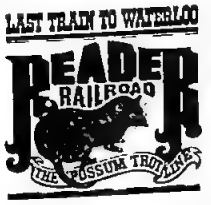
SR SHOWCASE - This outstanding new album features 2-10-4 610, 4-6-4 2839, 2-8-0 722, and ***Crescent*** E 8 diesels! ***1 hr Cassette $7.35; 8-T $7.95; Reel - $11.95.***

*denotes premiere commercial recordings.

SPECIAL - All 3 Cassettes only $17.95 ppd.!! *Allow 3 - 5 wks. deliv.*

Custom Steam Productions, Ltd.
146-12 33rd Avenue, Flushing, NY 11354

RECORD of the MONTH
SB 4503 Last Train to Waterloo



to readers of RAILFAN
$9.50
this month ONLY to your DOOR

STEREO/QUAD (CD-4) 12" LP

A memorial album to the Reader RR, the last regularly scheduled steam powered mixed freight-passenger to operate in the U.S.A. per the Official Guide. All three locomotives are featured, No. 1702, No. 11, No. 108. Includes a doubleheader, and rear helper action. Deep in the piney woods of Arkansas, some of the finest old time railroad sounds abound, and we got 'em.

Offer good only during month of this magazine issue.

— FREE Catalog upon request —

Mobile Fidelity Records
P.O. Box 336, Burbank, Calif. 91503
or see your Hobby/Record Dealer
Stereo 8 or Quad 8 Track Tape — $9.50
Stereo Cassette — $9.50

WHISTLE STOP MUGS

Quality ceramic mugs with full color prototype heralds permanently fired on.

FOR YOUR COLLECTION:

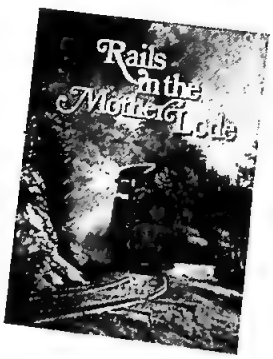
NYNH&H • GN • L&NE • ROCK • CNW RWY
CNW (EM.OW) • B&O • PRR • UP • BN
WM • SOUTHERN • L&HR* • NYC • CNJ*
FAMILY LINES • MILW • LACKAWANNA
SANTA FE • ERIE • PC* • D&H • WP
ICG • RIO GRANDE • ERIE WEST • LV*
CHESSIE • BURLINGTON • EL* • RDG*

*Available in "Fallen Flags of Conrail"
Set of 6 Mugs — $24.95
$4.95 Each
(3 or more—10% discount)

SEE YOUR DEALER OR ORDER DIRECT
Please add 50¢ postage per order
N.J. Residents add 5% sales tax.
Catalog of specialty items—25¢.
VISA and MASTERCHARGE accepted.
Include all info on credit card. ($10 min.)

CM SHOPS
Box 49
Newfoundland
New Jersey 07435

Rails in the Mother Lode



presents the colorful history of the rail lines which made up the California Mother Lode system. This volume is complete with maps, equipment rosters, nostalgic railroadiana and nearly 400 historic photographs. More than 200 pages, large 8½" x 11" format, hard bound with a full color dust jacket.

$16.95
Calif. residents add 6%

At your book or hobby dealer or write direct.

darwin publications
850 N. Hollywood Way - Burbank, California 91505

along with South African Garratts, 4-8-4's, 4-8-2's and 2-8-4's and Ecuadorian 2-10-0's interspersed with a sampling of Rio Grande, Chessie, CN and Cass? It's a real winner, that's what! This album gets off to a rip-snorting start with a 1944 Baldwin-built 42-inch drivered 2-8-0 of the Guayaquil & Quito Railway climbing a 5½% grade into the Ecuadorian Andes. And does that little bugger go! The first cut exhibits a snappy and enthusiastic gait with some superb echoing, while Band 2 develops it into a full, rich exhaust that would put a 4-8-4 to shame. Then comes the slipping as the grade intensifies. Fits of spinning drivers sound like a military drum roll, then comes an almost miraculous recovery as the low drivers dig in and pick up speed in a spine-tingling battle for traction. The Argentine Baldwin 2-10-2 on the next cut seems frail by comparison. A 1948 Lima-Hamilton 4-6-2 on the Argentine National follows up with a nice whistle and clanking rods.

South Africa's Garratts didn't come out of Eddystone, Lima or Schenectady, and the next band introduces the record's first real foreign power in the form of doubleheaded GMA-M 4-8-2+2-8-4 Henschel Garratts built in the early 1950's. They sound noisy but odd. Everything's there but horribly disorganized—fascinating. The Class 25NC 4-8-4's are more traditional, and 3422 sounds for all the world like a British whistle grafted onto a Southern Pacific GS4. The most spectacular of the South African cuts displays superb stereo effect as doubleheaded 4-8-4's approach from the right going like the hammers of hell. Just before they reach the "center," a fast-moving 4-8-4 drifting downhill flashes in from the left. You almost expect the innards to come flying out of your speakers when the three engines meet somewhere in your living room.

That's a hard act to follow, but the next band also features two trains in a poignant vignette of what railroading used to be like back home. An SAR 4-8-2 approaches our mics as a sister engine pounds out of town into the distance in the opposite direction. Just about the time you're getting homesick, you get an earful of D&RGW Mikes lifting a 22-car freight up from Lobato, New Mexico.

The domestic scene continues on Side Two as we get two good cuts of Chessie Steam Special 2101 strutting her stuff, including one of the famous climbs up Sand Patch. As the 2101, still fighting the grade, fades into the distance in a soft rain, you're being lulled into a trap. With a resounding crack you're suddenly being bombarded by Russian field artillery. The gunfire continues as Czech churchbells begin ringing—at this point I was expecting the *1812 Overture* to start playing, but instead caught the bouncy exhaust of a border-hopping Czech 2-10-0. A sister engine on the next cut is upstaged by a hand-operated crossing bell. A German three-cylinder 2-10-0 presents its "Gresley beat" with an almost-UP accent in the last foreign sample on this record which concludes with Canadian National 4-8-4 6218 and a whistle spectacular with four Cass Scenic Railroad Shays each playing their own distinctive whistles in a noisy finale (there's very little exhaust, because with four Shays all pulling together I think you'd have to couple them onto Bald Knob itself to get them to work).

Not all foreign steam is precise and understated, and if you'd care for a whole new "world" listen to this record—J.B.

In Search of Steam

BY MIKE EAGLESON

South American Steam

In the next few columns, I'll be giving a continent-by-continent overview of what major steam operations are still found in regular service today. Naturally, due to the space available, some minor though interesting pockets must be overlooked for now, but these areas will be covered later on. For the reader who is new to the exciting world of contemporary international steam, we hope to show just what remains.

Ecuador

The 3½-foot gauge Guayaquil & Quito operates red Baldwin Moguls and black, red and green Consolidations on local freights and mixed trains out of Duran (across the river from Guayaquil, near the Pacific coast), inland to Bucay. At Bucay, usually at least one 2-8-0 a day blasts out of town on a three hour, 3-5½% upgrade battle to Sibambe station, where a spectacular steam mountain railroading experience awaits. With natives eating banannas and riding the car roofs to maximum capacity, all safety rules are ignored. The Baldwin 2-8-0's negotiate a series of three hairpin switchbacks, clinging to the side of a sheer cliff called the Devil's Nose. For stack talk, friendliness of the crews who let you ride the tender for free, and pure scenic splendor, nothing beats the G&Q. (A very good recording of the mountain-climbing G&Q is on Arkay's record *Accent on Steam,* reviewed in the *Railroadiana* column of this issue.) Nearby in the lowlands at Milagro and San Carlos, two separate narrow gauge sugar operations use steam mostly from December to February.

Peru

The Huancayo-Huancavelica 3-foot gauge line uses a Baldwin 2-8-2, a few 2-6-0's as well as Henschel 2-8-2's and Hunslet 2-8-0's through picturesque mountain scenery. Diesels are now on the property, but enough steam remains to make it worth a visit. The Cuzco-Santa Ana 3-foot gauge line has a collection of Alco, Baldwin and Henschel 2-8-2's for freight work on the route to the famous lost city of Machu Picchu. The tourists enter by railcars, but freight is partly hauled by steam. The seacoast town of Puerto Eten has a collection of 4-4-0's and assorted tankers operating on a short, standard gauge line built to load and unload ships. Steam only runs when a ship is in. One 1870 Rogers 4-4-0 has been out of service for five years, and there's a possibility she may be coming to Paterson, New Jersey, for preservation.

Bolivia

The meter gauge National Railways has recently received another large batch of diesels, which make a further dent in the steam roster. Bolivian diesels tend to have a high mechanical failure and on-line fatality rate however, and steam could at any time be on the main line. Steam centers include Tupiza, where Baldwin 2-10-2's reign; Uyuni, the steam shops with a huge dead line including Garratts, 4-8-4's and some steam switching with 2-8-2's and 2-8-4T's; and Oruru, where Hitachi 2-8-2's and Vulcan 4-8-2's do local chores. Potosi has reserve Hitachi Mikes, usually under steam, for extra trains and diesel breakdowns on the line from Rio Mulato, Potosi and Sucre. This line crosses Condor Pass, the highest point in the world reached by steam, 15,705 feet. A beautiful Alco 2-8-2 also resides at Potosi for switching duties.

Chile

An excellent country for steam, Chile has about 150 5½-foot gauge steam locomotives still in service. Best places are Temuco, Concepcion, San Rosendo, Osorno, Victoria and Valdivia. Variety is small, however, for so many rostered engines. Identical Baldwin and Mitsubishi 4-8-2's, built up to 1953, take the prize as the best looking and performing power. Moguls, 4-6-0's and Alco 2-8-2's bring up the rear as photographable subjects. Most passenger traffic is diesel hauled, but most freight—particularly in the south—is steam powered. Mountains are protection power for main line diesel failures, which seem to occur regularly. There are also some Mogul-powered mixed trains on 100% steam branch lines.

Argentina

Quickly winding down in its use of steam—not by such rapid dieselizing, but rather by cutting service—this country is still worth a visit. Tucuman is now the best place for big power. Baldwin 2-10-2's, 4-8-2's and Lima-Hamilton 4-6-2's are still at work hauling passengers and freight northward to the steam shops at Tafi Viejo and further northward to Metan. Steam switching and short runs occur out of Tapiales, near Buenos Aires. Much further south, the Esquel branch is 100% steam, with many trains doubleheaded with Baldwin and Henschel 2-8-2's. Further south, still, at Rio Gallegos, a 75cm (29½" gauge) coal branch runs exclusively with 2-10-2's built as recently as 1956. 2-10-10-4's are reportedly being built in Buenos Aires for this road because of increased coal traffic. A recent study for this line with its expansion to new coal deposits rated steam, diesel and electric power. Steam came in number one. It burned what it hauled, but so then did the Norfolk & Western. But can you imagine brand new narrow gauge Mallets in 1980?

Brazil

A beautiful steam country, and the home of the meter gauge E. F. Dona Teresa Cristina Railway headquartered at Tubarao. About 25 steamers are the drawing card, and the mainstay of the fleet are 14 extraordinarily handsome Baldwin and Alco 2-10-4's with U.S.-style headlights, bells and pilots. Pacifics, Mikados and three remarkable 2-6-6-2's fill out the rest of the roster. A feature story on this road will appear shortly in RAILFAN & RAILROAD. It is truly one of the best steam centers in the world today.

Turning from super power to something more antique, the 2½-foot gauge V.F.C.O. line at Sao Joao del Rei is a living museum in regular service. 4-4-0's, 4-6-0's and 2-8-0's built by Baldwin between 1889 and 1912 are still running with link-and-pin couplers and wooden freight and passenger cars. Armstrong turntables and beautiful chime whistles make this a must on anyone's steam list. Brazil is famous for its sugar cane, and the harvest fields around Recife and Campos during our fall and winter are alive with 4-4-0's, tank engines and other exotic smaller types. This region is only recommended for the intrepid enthusiast who likes small locomotives—that move very infrequently during a day—and who is willing to take several days to search out a few. The power is buried and operating in the cane fields, but it takes a lot of walking and waiting to get a few rewarding pictures once hunted out. I have never done the cane field operations for this reason and have always gone elsewhere for larger power pounding by more frequently.

This list by no means covers every steam center in South America, or even every country. Paraguay, Uruguay and Colombia each have pockets of dwindling steam. But for an initial bash, I heartily suggest confining yourself to the more productive locations mentioned here.

BUILT BY BALDWIN in 1927, this is one of the outside-frame 2-8-0's that still climbs high into the Ecuadorian Andes on the Guayaquil & Quito, one of South America's best steam shows.

MIKE EAGLESON

Please send foreign steam news directly to Mike Eagleson, 73 Douglas Road, Glen Ridge, NJ 07028.

Railnews

OUT OF THE ASHES When Ross Rowland's ex-Reading 4-8-4 2101 completed her successful second season on the *Chessie Steam Special*, she was laid up for the winter in the C&O Stevens roundhouse in Silver Grove, Ky., across the river and seven miles east of Cincinnati. On the evening of March 6, 1979, a fire started in the adjacent water treatment building and quickly spread to the roundhouse itself. Burning out of control for most of the night, the fire consumed the wooden roof of the brick roundhouse, causing extensive damage to the 2101, its auxiliary tender, C&O GP40 4090 and a Whiting Trackmaster. Much of the roof had been burned out before it collapsed onto the equipment inside, and although the 2101 had been "roasted" from above, the running gear got away with less damage than might have been expected.

An assessment of the damage concluded that the GP40 could be rebuilt, but the Trackmaster was a total loss, a circumstance which will probably cause some delay in Chessie's new Queensgate Yard project which was depending on the rare and sophisticated track machine. It was estimated that the 2101 could be restored to service since her running gear was relatively undamaged and the boiler itself was in reasonable shape, although the cab interior and tender had been severely gutted.

Since there was no formal contract or lease for the storage of the 2101, the Chessie had no legal responsibility for the fire damage. The Chessie did feel a strong moral responsibility, however, and made Rowland some specific offers containing different formulas for restoring or replacing the 2101.

In mid-April Rowland and the Chessie System worked out an agreement which will have him donate the cosmetically-restored 2101 to the B&O Museum of Transport in its historic livery as *American Freedom Train* Number 1. In return, the Chessie will make a substantial financial donation and sell to Rowland the C&O J3a Greenbriar 4-8-4 614, presently residing in the B&O Museum and wearing its temporary retirement number of 611. The details of when and where the engines will be overhauled has not been determined at this time, although it is expected that the 2101 will get its cosmetic restoration and AFT paint job at Hagerstown for donation to the Museum on July 4, 1979.

The hulking and handsome Greenbriar 614, Lima's last 4-8-4, was renumbered 611 in its last year of service when the C&O leased RF&P 4-8-4 614 and renumbered its own engine into an already-vacated slot. Both Rowland and the Chessie indicate 614 will get her rightful number back and will undoubtedly debut in authentic C&O configuration and livery. With 74-inch drivers and roller bearings on all axles, the J3a combines the guts of the Reading T1 with the speed of the *Daylight*. Although no specifics have been worked out, it is expected that the 614 will be ready sometime in 1980, and although the Chessie is under no contractual obligation to run her (and there will likely be no year-long system-wide ventures like the *Chessie Steam Special*), all concerned feel that the Chessie will welcome "its own" 4-8-4 warmly.

STEAMTOWN TO KINGSTON IN 1981 After a couple of years of rumors about a pending move of Steamtown U.S.A., Robert Barbera announced that the Museum and steam operation will move to Kingston, New York, for opening in 1981. In the meantime Steamtown will maintain full operations in Bellows Falls, Vermont, through the 1979 and 1980 seasons.

The move to Kingston was confirmed when the Ulster County legislature approved the move by a vote of 26 to four (with three absent). The County will purchase about 40 miles of the former Ulster & Delaware/NYC/PC trackage from the Penn Central Corp. for $1.5 million and support a $3 million bond issue for the development of the Steamtown complex west of Route 206. The Mariott Corporation will manage a locally developed hotel/restaurant/shopping complex adjacent to the Steamtown site. The State of New York is supporting the project and will reimburse the County for the cost of the trackage from the 1974 rail bond issue. The track will be upgraded to Class Three standards (40 m.p.h. freight and 60 m.p.h. passenger) before lease to Steamtown.

The initial Steamtown "train ride" will be from the Museum to Cold Brook, a 32-mile round trip, and is expected to begin in 1981. Steamtown will use the next two years to prepare the Kingston facility and to ready the extensive Museum equipment collection for movement. (Incidentally, they will be hiring over 100 people for the work and are looking for full time employees with experience in all railroad crafts. Apply to P.O. Box 71, Bellows Falls, VT 05101.) And you've only got two years left to see Steamtown's Vermont home.

HOME ON THE CLINCHFIELD The Family Lines is getting into big-time steam excursions, thanks to Clinchfield's Vice President and General Manager Tom Moore. Building on the success of CRR's business with 4-6-0 No. 1, Mr. Moore got the approval of the Family Lines' management to acquire a big engine that could haul a big train almost anywhere on the system. After being turned down in a bid for Nashville's NC&StL 4-8-4 and finding no other suitable engines of Family Lines heritage available, he opted for C&O 2-8-4 2716 from the Kentucky Railway Museum in Louisville. The C&O Kanawha (pronounced ka-NAW) was moved via Cincinnati to the C&O to Ashland, Ky., and down the Big Sandy to the Clinchfield at Elkhorn City. Ironically, the 2716 passed the burned hulk of Chessie 2101 in the Stevens roundhouse on March 27.

The trip from Louisville to the CRR was carried out with unusual flair in a special movement with CRR F9 800 leading the 2716 and two cabooses. Carrying her fully rigged set of rods (with pistons removed), headlight, number plate and bell, she looked like a serviceable engine (see *Photo Line*).

Contrary to what almost everyone expected, the 2-8-4 is not being overhauled in the Erwin Shops but on a siding in Marion, N.C., where it arrived on April 9. The work at Marion is being supervised by P. O. Likens and Howard McNeill, and it reportedly is well under way. They hope to have the engine available for excursions this fall. (Because the work site is adjacent to the CRR main line, they are not encouraging visitors and advise those who do come to stay off the engine and tracks.)

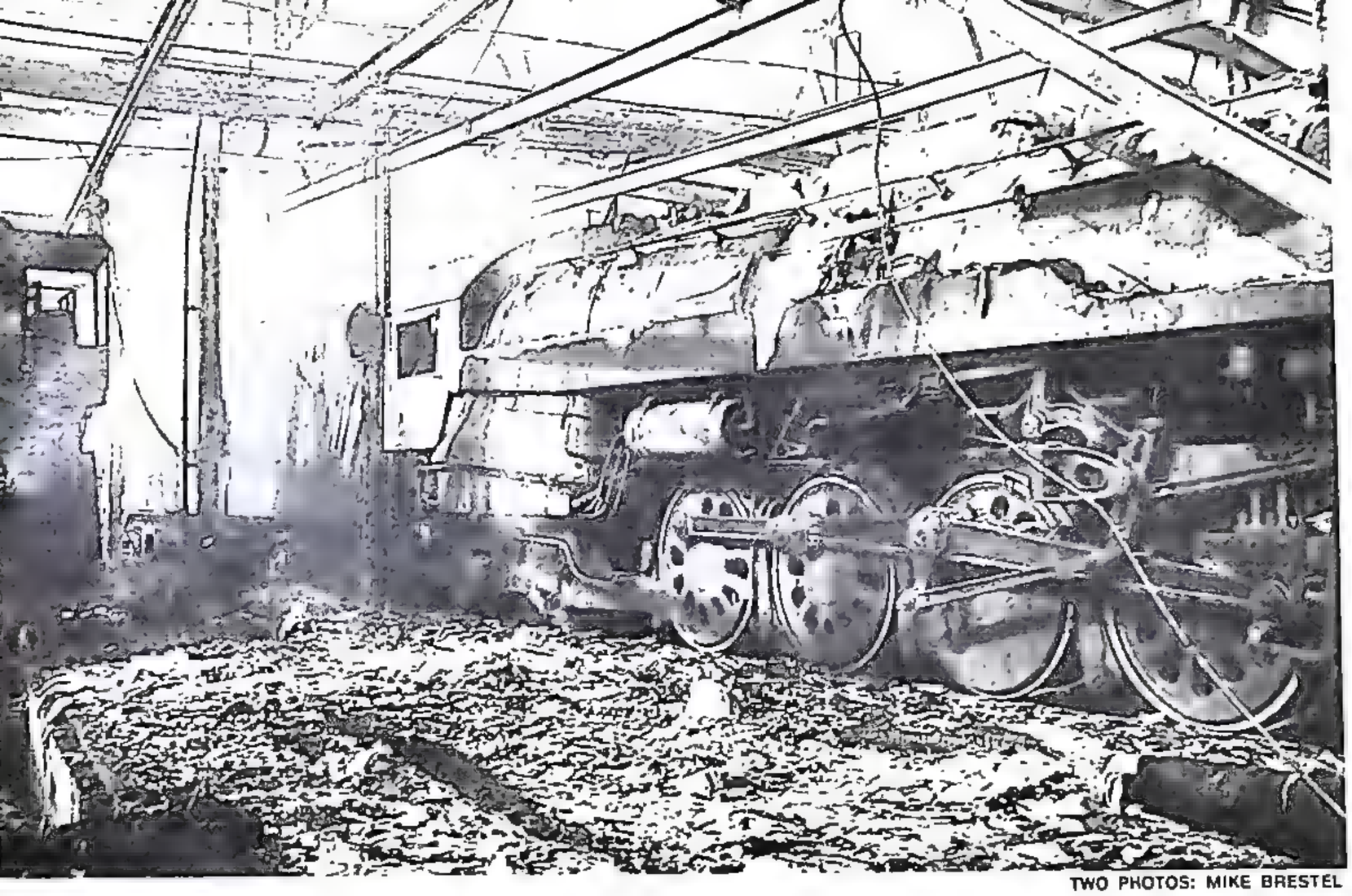
THE UNEXPECTED STAR This has been an incredible year already for startling and unexpected steam news, and our good friends on the Southern Railway are leading the parade with their Royal Hudson 2839 already steaming around Dixie. The CPR 4-6-4 was restored by the Atlantic Central Steam Company in an open field at Northampton, Pa., and leased to the SR for 18 months. With less than a month's notice, the Roanoke Chapter NRHS managed to fill the ferry run on March 3-5 from Alexandria, Va., to Atlanta and Birmingham with paying passengers. The weather was poor but the track was fast and the 2839 displayed some effortless 80-m.p.h. running. Even Secretary of the Navy (and former SR president) W. Graham Claytor took his hand at the throttle. Upon reaching Monroe, Va., on the first leg of the trip, we commented to SR Master Mechanic-Steam Engines Bill Purdie about the fast running. His reply, "Yep, I've finally got an engine that'll outrun the railfans!"

The 2839 was rather unexpectedly thrust into the forefront of the SR excursion schedule when 2-8-2 4501 suffered a collapsed dry pipe (which has since been fully repaired). This resulted in 2839 substituting for 4501 on a trip to Andover, Va., for the filming of *A Coal Miner's Daughter* about the life of singer Loretta Lynn. (What will movie audiences think of little Loretta growing up with CPR Royal Hudsons hauling coal out of Butcher Holler?) The 4501 is slated for some trips in May, but it does not show up on the present summer schedule, although this may change.

The 2839 has been given a fresh paint job of authentic CPR colors with only the SOUTHERN name substituted on the tender along with a tasteful red and brass nameboard on beneath the smokebox front. Incidentally, the SR renumbered GP38 2839 to 2887 to avoid a conflict. On some recent trips the speedy Hudson's relative lack of pulling power has resulted in one of the green and gold FP7's being doubleheaded behind it with the diesel's engineer responding by radio to give a nudge when needed on grades—they've been selling out 14-car trains.

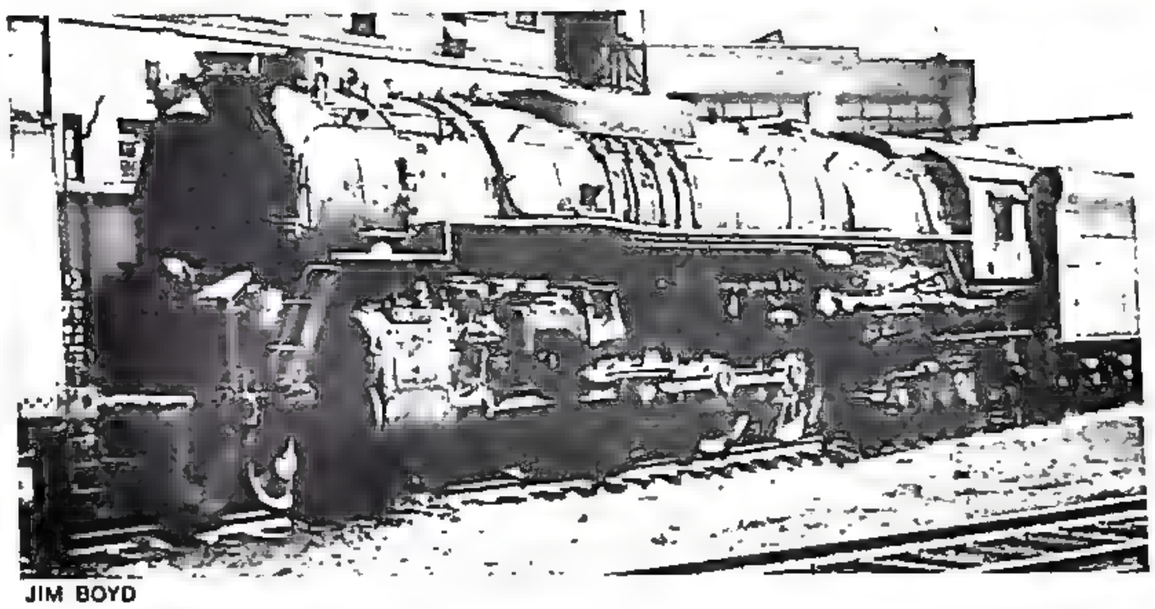
Meanwhile, ex-T&P 2-10-4 610 is still in "kit form" in the Birmingham shops after extensive running gear work. The brawny Texas is expected to be back in service this fall. Additionally, ex-FEC S&A 4-6-2 750 is undergoing overhaul and is scheduled for trips late this summer and an appearance along with 2839 at the NRHS national convention in Washington, D.C., over Labor Day, if the work is completed.

Consolidation 722 kicked off a weekend of "winter" trips from Alexandria to Warrenton, Va., on March 10-11. The green 2-8-0 is being leased for three months to Historic Red Clay Valley for trips on



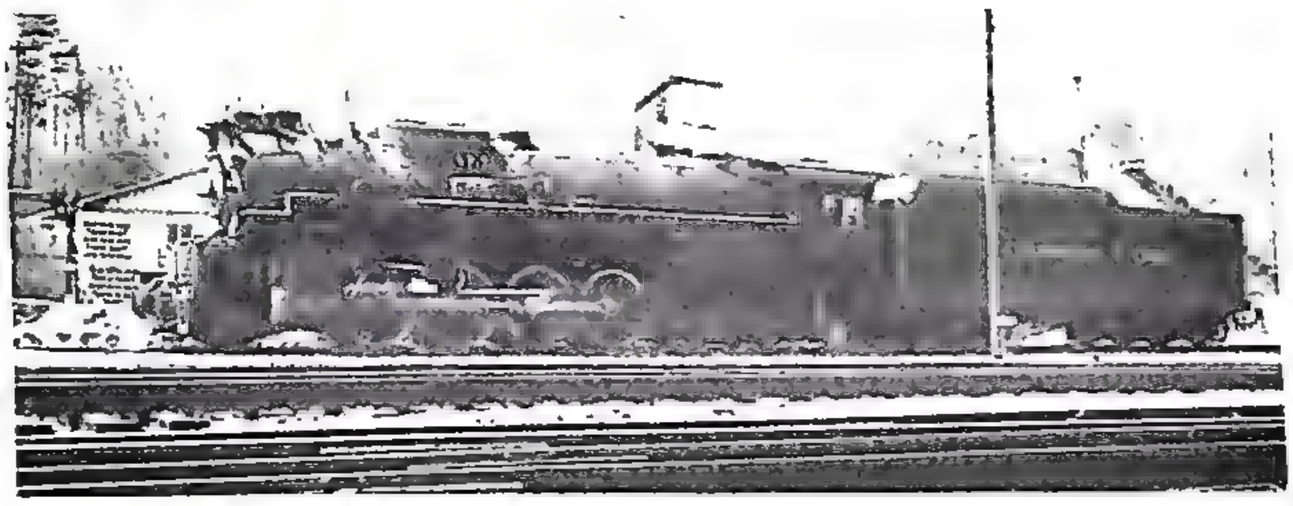
TWO PHOTOS: MIKE BRESTEL

OUT OF THE ASHES of the burned-out Stevens roundhouse in Silver Grove, Ky., stands the scorched hulk of Ross Rowland's *Chessie Steam Special* 4-8-4 2101 on March 7, 1979. The fire, which concentrated on the roof of the brick roundhouse, severely damaged the upper portions of the engine and both of its tenders—along with a GP40 and a very valuable Trackmaster track maintenance machine. Although a study of the damage indicated that the 2101 could probably be restored, other options were considered. An agreement was worked out between the Chessie System and Rowland whereby he would donate the 2101 to the B&O Museum in Baltimore cosmetically restored as *American Freedom Train* No. 1, and in return the Chessie would make a cash donation and sell Rowland the C&O J3a Greenbriar 614 which is presently in the Museum wearing the temporary number 611 which it was assigned in its last year of operation. The 614/611 had been in the dead line at Russell, Ky., (right) for many years.



JIM BOYD

TWO PHOTOS: CARTER SIEGLING



HOME ON THE CLINCHFIELD, C&O Kanawha 2716 now resides on a siding in Marion, N.C., where it will be overhauled for excursion service, hopefully by this fall. The big 2-8-4 was moved from the Kentucky Railway Museum in late March.

MARC BALKIN JIM BOYD

THE UNEXPECTED STAR of the Southern's 1979 steam excursion season will be Royal Hudson 2839, which made its first revenue move south to

Railnews

the Wilmington & Northern and Wilmington & Western in Delaware (see *Timetable* for details). The 722 will return to the SR for trips later this summer.

The Southern's other 2-8-0, 630, has been leased to the Tennessee Valley Railway Museum which expects to use it on some weekends late in the summer on its three-mile museum trackage. TVRM was unable to give specific dates for 630, but indicates it will share operations with an 0-4-0T or an Alco MRS1 diesel.

CANADIAN NATIONAL 6060 Although it will not be on its regular Toronto-Niagara Falls schedule, CN 4-8-2 6060 will run a few CN/VIA excursions this year. After a couple of trips out of Montreal in May, the Bullet-Nosed Betty will be assigned to Toronto to be available for charter service until mechanical problems dictate otherwise. See *Timetable*.

SOUTH EASTERN COAL CO. Nine new green locomotives will be showing up on L&N lines between the Eastern Kentucky coal fields and Cincinnati. The South Eastern Coal Co. has bought three new GP38-2's (3821-3823) from EMD and six rebuilt former-UP GP20's from Precision National along with four MOP cabooses. It is expected that the GP20's will work between the mines near Hazard and SEC's preparation plant at Calla, Ky., just west of Ravenna, while the GP38-2's will work Calla to Cincinnati. South Eastern had been using ex-SR SD24's leased from PNC until recently.

Another company, Shamrock Coal, has ordered eight SD40-2's for coal service on the L&N for September 1979 delivery. There are presently numerous SP SD45's and U33C's in service in the L&N coal country along with big and little L&N/SCL/FL Alcos.

BICENTENNIAL 1776 The Central Vermont-Grand Trunk Bicentennial GP9 was severely damaged in a wreck last fall in Norwich, Conn., and has since been in St. Albans being gradually repaired. It went into service on March 28 wearing the new CV green and yellow colors but with GT lettering and her original number, 4450. The word is that the next two units scheduled for work at St. Albans are the "old scheme" Geeps, 4550 and 4551. Sorry to report that.

ALTAMONT ABANDONMENT The Southern Pacific is asking the ICC for permission to abandon its Altamont Line between Niles and Tracy, Cal., and run its trains over the Western Pacific main which parallels the SP through the area. The plan envisions the SP operating over the WP from Stockton to Fremont. The SP presently runs only about two trains a day over the route, and four of the six industries on the SP line will retain their trackage. The WP Altamont Line is the home of the "Fabulous Four" F7's.

Elsewhere on the SP, the company plans to have CTC installed on the 110-mile Colton-Mojave line through Cajon Pass by the end of 1979. A new 1.7-mile siding is being built at Phelan and four other sidings are being extended to the 1.7-mile standard.

MBTA PUSH-PULL UPDATE The lengthy delay on the delivery of Amtrak Superliners from Pullman-Standard has been widely reported. Amtrak is not the only carrier having trouble with Pullman, however. The Massachusetts Bay Transportation Authority has on order 60 push-pull commuter cars, identical to those built for the EL in 1970-71. The cars were supposed to have been arriving last summer at the rate of one a week, but the first one didn't show up in Boston until November 1978, with two more delivered in February 1979 and the first cab control car in March. This four car train, with F40 power, was tested extensively in late March on the Boston-Providence main line. It was scheduled to go into revenue service in early April. The delivery schedule for additional cars is uncertain.

As the order falls farther and farther behind schedule, there has been some concern that P-S might not be able to complete it, especially after the company's announcement that it would cease building passenger cars after the Amtrak and MBTA orders are filled. The MBTA has had to cancel plans to order an additional 60 cars to replace the GO Transit equipment now on lease, which will have to go back to Canada by 1982 at the latest. At this point they will be happy to get the 60 already contracted.

Meanwhile, FP10 deliveries continue, with six units on hand in early April. The classy little F's (rebuilt from GM&O F3's by ICG's Paducah Shops) are being rotated around both the North Side and South Side lines, with the Framingham and Reading routes being regular haunts. Four of the 17 FP10's (1150-1153) will be delivered with steam boilers instead of HEP auxiliary diesel-generator sets for use with steam-heated equipment during the MBTA's changeover period—TOM NELLIGAN.

P&LE TO BE INDEPENDENT A group of Pennsylvania businessmen and railroaders has made an offer to purchase the 93% of Pittsburgh & Lake Erie stock owned by the Penn Central Corporation for $59.2 million. The balance of the stock is publicly held. Included among the bidders for the railroad are its president, Henry G. Allyn, Jr., and Gordon Neuenschwander, its general counsel. The Beloit Corp., a privately-owned supplier of machinery to the pulp and paper industry, is also a member of the group. Financing sources for the purchase were not announced.

Always a profitable operation, the P&LE has about 1,000 miles of track in the Keystone State and Ohio. Primary commodities hauled include iron ore, coal and limestone for the steel mills of Pittsburgh. Railfans have known the relatively gradeless railroad for moving heavy tonnage trains with relatively light B-B road power.

The Penn Central Corp. has expressed an interest in selling off its remaining railways. A sale of the Detroit, Toledo & Ironton is pending before the Interstate Commerce Commission. The Baltimore & Ohio, a Chessie System member, and the Norfolk & Western, have bid for the DT&I—WALTER A. APPEL

MERGERS: ONE NO, ONE YES—BUT The Illinois Central Gulf and Southern have called off their merger negotiations by mutual agreement. According to a joint announcement, there could have been significant long range benefits to the merger of the two lines, but they were not able to resolve the many "complexities involved." ICG's parent company, IC Industries, has been interested in selling off the cyclical railway for several years but is in no hurry. The railroad has a book value of over $750 million.

The other major merger currently under way passed another milestone as the stockholders of the two companies, Chessie System and Seaboard Coast Line Industries, voted overwhelmingly to approve the joining of the two lines. The companies immediately filed with the Interstate Commerce Commission for approval of the merger which will result in a new corporation temporarily called CSX Corporation. The ICC now has until July 1981 to rule on the merger.

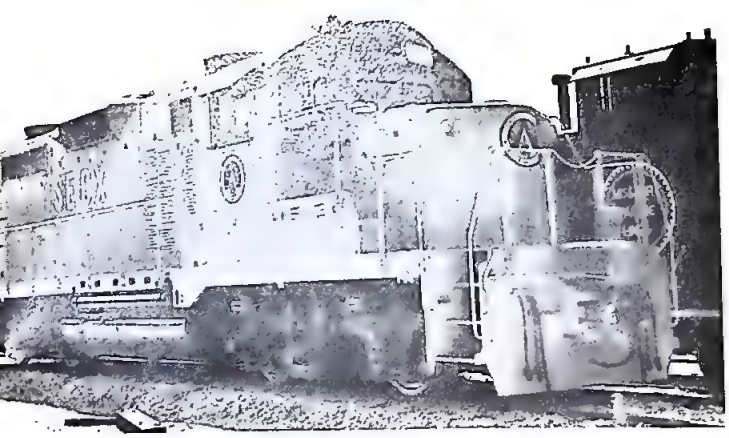
Shortly after the filing with the ICC, two major competitors of the potential CSX Corp., the Norfolk & Western and the Southern, presented the ICC with "requests for full information" on the merger. Included in the requests were SR and N&W "want lists" to protect competition in the region served by the railways.

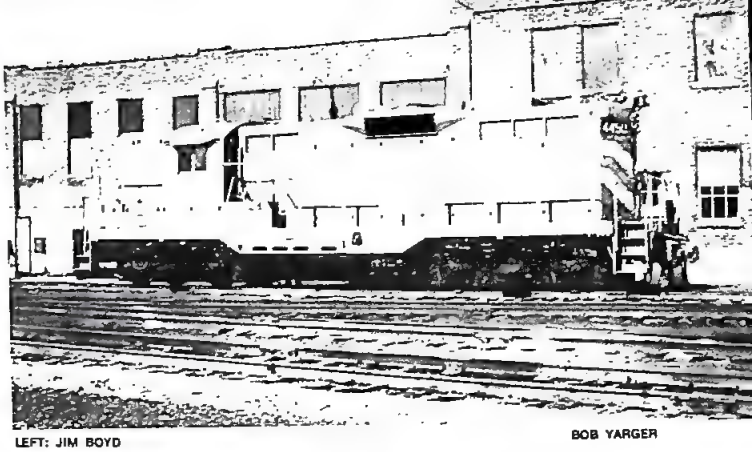
For example, the N&W wants to buy the Clinchfield and wishes to have the rights to serve eastern Kentucky coal mines now on the SCL's Louisville & Nashville as a condition to getting its consent to the merger. The N&W also wants trackage rights over the Chessie's Western Maryland from Connellsville, Pa., to Baltimore. Another N&W request is to buy the 50% of the Winston-Salem Southbound owned by the Seaboard. N&W already owns the other half.

More impressive is the Southern's shopping list. SR wants the entire Monon Railroad as it existed before the merger with the L&N. This, along with "perpetual trackage rights" over the B&O Chicago Terminal, would give Southern its long desired entry into Chicago and western connections. Southern also wants the entire L&N Cumberland Valley Subdivision, a coal-rich complex of Kentucky lines, complete control of the Kentucky & Indiana Terminal Railroad, and an SCL route between Jacksonville and Tampa, Florida, via Orlando. Included in the Florida trackage would be a 50% interest in SCL's Bone Valley phosphate service.

In the event the ICC approves the sale of the Detroit Toledo & Ironton to Chessie and N&W, a deal which is pending, the SR wants the B&O's interest in the DT&I. Even prosperous Southern would require some outside financing for acquisitions of the above magnitude. Chessie and Seaboard will be replying to the SR and N&W requests shortly.

In a late-breaking development, the N&W and Southern have decided to take one more step, a proposed merger of their own. The Southern and N&W are studying the feasibility of placing their own





LEFT: JIM BOYD

BOB YARGER

SOUTH EASTERN COAL CO. has purchased six ex-UP GP20's from Precision National Corp. for use on coal trains between its mines on the L&N's Eastern Kentucky Division and its preparation plant at Calla, Ky., just west of Ravenna. The 2001 is former UP 470, the first low-nose GP20 built, and was photographed at Calla on March 16, 1979. South Eastern received three new GP38-2's about two weeks later. All units are light green with yellow lettering. Another green unit is the GT/CV former-Bicentennial GP9 1776 which was overhauled at St. Albans after a wreck and given the new CV green and yellow colors with the big GT lettering.

TOM NELLIGAN

MBTA PUSH-PULL cab car 1301 was being readied for service on March 31, 1979, at the B&M engine terminal in Boston. The 60 cars presently being delivered by Pullman are essentially identical to the cars being used on the former-Erie Lackawanna lines in New Jersey. With Pullman leaving the passenger car business, MBTA will have to look elsewhere for the additional 60 cars they need to replace the leased GO Transit cars.

two lines under one corporate ownership and control.

If the two solvent, well run railways do merge, they would form the nation's third largest system with approximately 19,000 miles of track; the only larger companies would be the BN and Chessie-Seaboard. One thing's for sure, the combined N&W-SR would surely corner the market on high-nose diesels—WALTER A. APPEL.

PULLMAN PULLS OUT The manufacturer with the most illustrious history in passenger car construction, the Pullman Company, has decided to leave the field. A recent contract for subway cars for New York caused a loss exceeding $23 million, and the Amtrak *Superliner* order currently abuilding is also giving the company trouble. When the Amtrak order is completed in 1980, the curtain will come down on Pullman passenger car construction.

Pullman has become a major international contracting and engineering firm as well as a freight car builder in recent years. Plants now used for passenger car construction will be used for freight car building or other pursuits. St. Louis Car and American Car & Foundry left the cyclical passenger and rapid transit car building business years ago, and the withdrawal of Pullman leaves Budd and General Electric as the only U.S. builders of heavy rail passenger cars—WALTER A. APPEL.

USDOT AX FALLS Dallas, Atlanta, Charlston, Cincinnati, Billings and Boise are but a few of the large cities that would lose all long distance passenger service if Brock Adams, Secretary of Transportation has his way. The U.S. Department of Transportation claims the 43% smaller Amtrak system would still serve 91% of its current passengers. The main objective of the new DOT report is to cut down the future subsidy Congress will have to vote to keep the trains running. According to federal estimates, the current Amtrak network will require $6 billion in subsidy for the five years 1980-1984. The smaller system would only need $4.6, a saving of $1.4 billion.

Some of the trains to be dropped under the DOT plan are: the *Montrealer,* Washington-Montreal; *Silver Meteor,* New York-Miami; *Champion,* New York-St. Petersburg; *Cardinal,* Washington-Chicago via Cincinnati; *Hilltopper,* Washington-Tri State Station; *North Coast Hiawatha,* Chicago-Seattle; *Lone Star,* Chicago-Dallas-Houston; *Southern Crescent,* New York-Washington-New Orleans; *Floridian,* Chicago-Miami and St. Petersburg; *San Joaquin,* Oakland-Bakersfield; *Mount Rainer,* Seattle-Portland; *Pacific International,* Vancouver-Seattle; *Pioneer,* Salt Lake City-Seattle; and the *National Limited,* New York-Kansas City.

The DOT also proposes the restructuring of many other routes. The *Inter-American* would no longer be inter-American. It would only operate between Chicago and St. Louis. The *Silver Star* would be the only train serving the new multi-million-dollar Miami, Florida, station. The *Broadway* would be re-routed via Cleveland and Toledo over a freight-only route with upgrading for higher speeds. The *Lake Shore* would serve Buffalo and Detroit via Canada. The *San Francisco Zephyr* is to be combined with the *Southwest Limited* and routed via Kansas City. And it goes on and on.

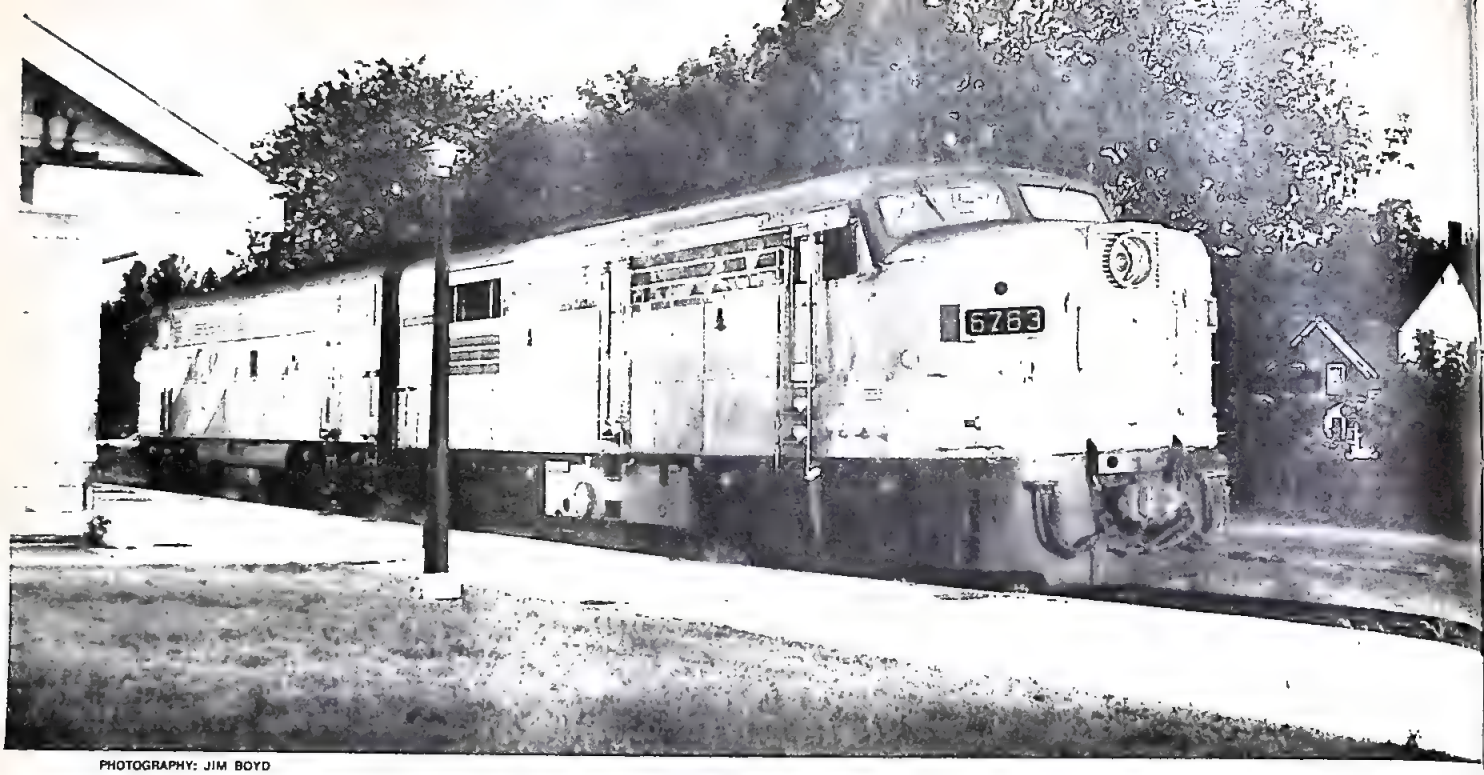
Several "corridor" services remain in the program. New York-Albany keeps all trains if 403(b) funding is provided for the *Adirondack* and *Washington Irving*. Boston-New York-Washington keeps Amfleets and Metroliners but loses several long-distance Florida trains. The six Los Angeles-San Diego trains are cut to three. All Chicago-Milwaukee turboliners will be kept under the proposal.

Reading the reasoning behind the cutbacks is an exercise in governmental logic. If other modes of transportation are available, the train should go. Economics of scale are ignored. No consideration is given to moneys already invested in plant improvements, such as the new Miami station. Market development potential is ignored. Kansas City-St. Louis will have no service. Chicago-Cincinnati will have no trains. The popular overnight Washington-Atlanta *Crescent* will go too. Amtrak just took over this route from the Southern Railway on February 1, 1979.

Congress had the initial say on the Amtrak system, but it only has 90 days from January 31 to raise objections or the new plan will go into effect.

Adams also announced a vague plan to deregulate freight hauling railroads the same day as the Amtrak proposal. This self-proclaimed "last chance for a privately owned rail system" has no timetable or specific deregulation proposals. The DOT suggest the reduction of ICC authority over rates and the encouragement of a more efficient rail network—WALTER A. APPEL.

BIGGER THINGS TO COME? It's been reported that a group of employees and volunteers have removed Union Pacific 4-6-6-4 3985 from display alongside the Cheyenne depot and placed it in the shops for an extensive cost justification study for possible restoration for excursion service. Dare we hope?



PHOTOGRAPHY: JIM BOYD

VIA BROCKVILLE

The timeless drama of traditional passenger railroading is played out with first-generation power at this rural junction on one of Canada's busiest main line corridors. **by Jim Boyd**

It was two rather worn out railfans who arrived in Brockville, Ontario, about 7:00 a.m. on the Sunday evening of September 3, 1978. Marc Balkin and I had decided to spend Labor Day weekend in Canada and had already put in a couple of busy days in Toronto and chasing the Ottawa museum's CPR 4-6-2 1201 down from Wakefield.

The Sunday weather had been overcast, but even in the gloomy twilight, Brockville looked like an inviting place to watch trains. The big white frame depot was a bit modern and spartan—no gingerbread or sprawling platform shelters—but a lovely old mansard-roofed brick structure that was obviously a former railroad hotel punctuated the west end of the scene. Everything was clean and neat with well kept lawns and beds of bright pink petunias and orange merigolds lining the platform tarmac. On a spur behind the depot idled a VIA FPA4 and a CN FP9 (6763, 6518). The scene was ripe for some fine traditional railroading.

Brockville is on the Canadian National main line between Toronto and Montreal (208 miles east of Toronto and 127 miles west of Montreal) on the north bank of the St. Lawrence River about 50 miles east of the tip of Lake Ontario. What makes it of particular interest is that Brockville is where a line north to Ottawa diverges, and twice a day a train from Toronto splits to become trains to Montreal and Ottawa. Correspondingly, twice a day trains from Ottawa and Montreal consolidate into one train for Toronto. The entire operation smacks of "Standard Era"

UPON ARRIVAL at Brockville we found two units (**top**) waiting behind the depot. When *The Exec* arrived from Toronto at 7:55 (**left**), it dropped its last five cars on the main, and our two units pulled out and coupled on, creating No. 56, the eastbound *Bonaventure* (**above**) for Montreal.

THE ENCORE PERFORMANCE for that night was westbound CN freight 305 with three Montreal M630's which paused for a crew change.

OUR MORNING ACTION began with a United Aircraft "first generation" *Turbo* whooshing through without stopping as No. 60 bound for Montreal.

railroading, and even with VIA Rail Canada now running the trains, equipment is satisfyingly traditional and motive power pure first generation.

Prior to 1966, the CN and CP cooperated in a rather involved venture known as the "Pool Trains" linking Montreal, Ottawa and Toronto with trains over a variety of CN and CP routes in the area. In the early 1960's the CN adopted a "positive passenger policy" and went out aggressively seeking to improve service and expand ridership. The CP, on the other hand, took the more pessimistic outlook and sought to reduce service to diminish passenger losses. In 1966 the CN took over all the Montreal/Toronto/Ottawa through business.

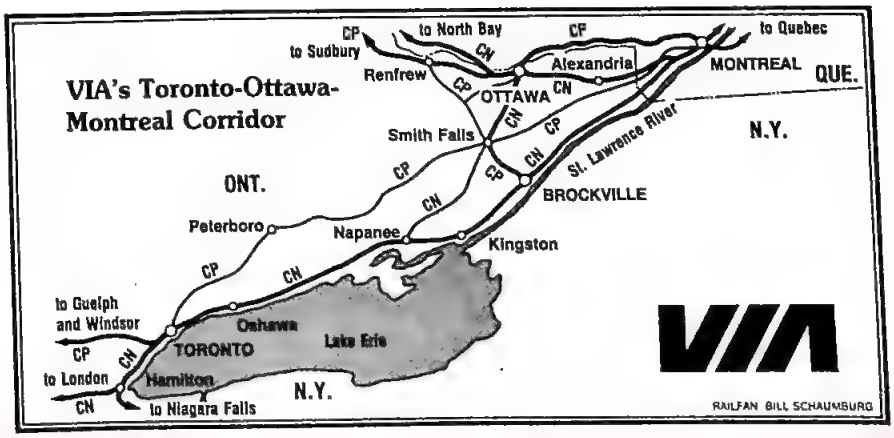
The CN was optimistic about the Montreal-Toronto corridor, and in the December 1966 *Trains* Magazine it reported increasing its share of the air/rail business and in a euphoria of enthusiasm predicted the route would see "... a daily schedule of 64 trains—200 m.p.h. speedsters on 30-minute headway". (Don't tell anybody at Amtrak, but the CN also predicted similar potential for the New York-Montreal "corridor".) Needless to say, the CN's optimism hadn't counted on the popularity of Air Canada's DC9's, and today's VIA has put the whole matter into more realistic perspective.

But we weren't in Brockville for "realistic perspective" or to worry about rail corridor politics, we wanted to watch trains. A bright blue and yellow FPA4 and red, white and black FP9 were a good place to start—even if the deepening twilight dictated tripods and rather long exposures, not to mention a flashbulb or two to separate the noses from the background trees. These two units had come in from Montreal at 6:30 on train No. 55, the *Bonaventure;* its consist had been tacked onto the rear of No. 45, *The Exec,* which ran through from Ottawa to Toronto and had departed only a few minutes before we'd arrived.

Their stay in Brockville was brief, however, for at 7:55 the eastbound *Exec,* No. 46, rolled in behind CN FPA4 6786, a VIA FPB4 and a CN RS18. *The Exec* was an impressive train for a couple of railfan refugees from Amtrak; behind that all-Alco power was about a dozen smooth-side streamline cars with a baggage car at each end. The equipment was a mix of about one-third CN black and white and two-thirds VIA yellow and blue. Chimes rang out on the station platform as the public address system announced the trains in both French and English.

While we watched from the head end, passengers disembarked and boarded down in front of the depot, and after a few minutes of commotion the Alcos (I know, they're "Montreal" Alcos) came to life and eased the train forward about six carlengths, with its units and first three cars crossed over onto the lead for the CP Ottawa line. (The train had crossed over from the normal eastbound main line just west of the depot to the westbound main to make the station stop; it pulled ahead so the rear cars would be clear of the crossing at the west end of the depot.)

RIGHT ON TIME at 11:15 a.m., the westbound *Lakeshore* from Montreal pulled in behind a VIA FP9 and a CN RS18. The tracks curving away are the CP line to Ottawa used by the VIA trains.



THE GOOD OLD DAYS were alive again as the "streamliner" arrived in town and it seemed like everybody came down to the depot. The *Lakeshore* was just part of the action, and as soon as it made its "station stop" it backed up to clear the way at the platform for the *Capital* from Ottawa. With the first-generation engines and equipment in the neatly kept depot area, it was easy to forget that VIA is a product of Amtrak-era economics.

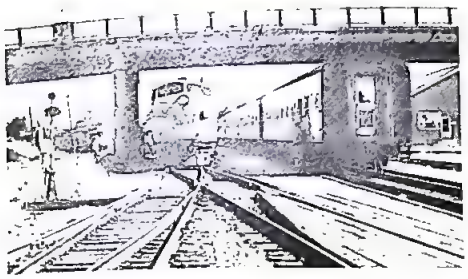
As it stopped to cut off the rear five cars which would make up the Montreal train, the two units from behind the depot rolled up to the switch at the east end of the platform. The two "trains" paused beside each other for a few minutes as carmen disconnected the steam lines, air and signal hoses. With the traditional "highball", the Alcos opened up and *The Exec* disappeared into the night, bound for Ottawa. As soon as the track was clear, the brakeman lined the switches and the FPA4 and FP9 that had been behind the depot rolled onto the lead and backed down onto the five cars resting on the main. As they coupled onto the consist and the carmen began to connect the lines and hoses, No. 56, the eastbound *Bonaventure* came into being. We had time for about three night shots before No. 56 got the highball and departed into the darkness.

That was it for passenger activity for a while, but Brockville is a crew change point for freights, and a fresh crew that arrived with grips and lanterns in hand got us curious enough to ask the operator if there was anything else coming. (The passenger agent seldom knew anything about freight operations, and the CN operator tended to be elusive when we were there, but all station personnel were helpful if not enthusiastic when questioned.) We were in luck, westbound freight No. 305 was due in about 20 minutes. Tired as we were, we decided to wait.

And was it worth the wait! CN No. 305 pulled right up in front of the depot with three massive Montreal-Alco M630's (2323, 2319, 2317) and two GP9's (4514, 4421) for power. We were able to get off two quick shots as the crews changed before the brakeman keyed the crossing gates and the big Alcos started westward again.

We called it a night and headed for a motel

WITH ITS KEROSENE MARKERS still in place, the *Lakeshore* began to back up to clear the platform for the *Capital*. As the carmen worked to disconnect the steam connections to cut off the *Lakeshore*'s power, the *Capital* from Ottawa rounded the bend (right) off the CP line.



WITH THE *CAPITAL* holding in the clear (top), the *Lakeshore*'s diesels crossed over to get to the lead to the wye. About ten minutes after the *Capital*'s Alcos pulled down to the depot (right) the *Lakeshore*'s units (above) returned from the wye.

along the St. Lawrence east of town. The overnight activity at Brockville consists of the *Cavalier* stopping westbound at 2:25 a.m. and its eastbound counterpart at 4:45 a.m. Neither of these trains has an Ottawa connection, and we were sound asleep as they made their passage.

The first scheduled daylight action on Monday morning was westbound *Turbo* No. 61 that screamed through about 9:30 without stopping. We were tempted to get it, but out of deference to three hours sleep Saturday night we opted to sleep late and forgo the *Turbo*. Besides, there was the eastbound *Turbo* No. 60 at 10:45—and that one we caught.

I said the passenger power through Brockville was pure first generation; well, I think a United Aircraft *Turbo* qualifies as a "first generation" turbotrain. Whatever the case, the yellow and blue howler split the air with a screeching horn and whooshed through town at about 60. Interesting, brief and not quite real.

The day was warm and crystal clear with not a cloud in the sky. The first real action for the day was to be westbound No. 53, the *Lakeshore*, combining with No. 43, the *Capital*, down from Ottawa. Right on the advertised at 11:15 a.m. No. 53 rolled in from Montreal with bright VIA FP9 6524 and CN RS18 3107 leading four VIA coaches and a CN baggage car. The train pulled smartly down in front of the station and stopped just clear of the crossing gate restart. There was a big crowd at the depot, and the whole scene looked like something out of the late 1950's with all the folks down to meet the train.

With the passenger duties cared for, No. 53 started backing up on the authority of the

WITH A GOOD SHOW of Alco smoke, the *Capital* left town after coupling the five cars from the *Lakeshore* onto the rear of its consist. As it headed west (below) it met an eastbound freight.

AFTER CHANGING CREWS west of the depot, the eastbound freight with its three wide-nose GP40-2's started out of town, passing the *Lakeshore*'s units which were spotted behind the depot. It was now about noon and we had about an hour to photograph the units (below) from various angles.

passenger-uniformed brakeman riding the end of the rear baggage car. The highway bridge just east of the depot provided a fine vantage point to watch 53's two units cut away just as No. 43 appeared around the curve on the CP line from Ottawa behind CN FPA4 6786, VIA FPB4 6863 and CN RS18 3114—the same set that had gone north the night before on No. 46 but was now turned around and facing westward. The Ottawa train had to wait for a few minutes while the Montreal train's units cleared the lead and headed for the pocket behind the depot. But instead of running into the pocket, the two units rambled down a more northerly track and disappeared between some residential buildings; they were on the track that loops around and ducks under the main west of the depot and leads to the wye south of the CN yard.

With the units out of the way, the Ottawa train pulled onto the main and down to the depot. Since the entire area on the south side of the tracks is a big open parking lot, we were able to hop into our car and get photos of the FPA4 by the "hotel" while he was making his passenger stop. After a few minutes the Ottawa train backed up about eight car-lengths to tie onto the Montreal cars waiting on the main east of the Ottawa line connection. Just as the FPA4 backed clear of the crossing the two Montreal-section units rolled across the street about a block to the north after turning on the wye—we'd hoped they would have taken a bit longer since the shot of the units coming up a residential street looked like it would be a good one, but when there's action you can't always get everything.

As the just-turned units tied up in the pocket behind the depot, the now-combined train on the main line got its highball and began to accelerate westward with the Alcos putting out a respectable if not excessive amount of smoke. As he cleared the crossing the engineer opened up and the *Capital* was bound for Toronto in style. Swinging around for the going-away shot, we were surprised to spot an eastbound freight approaching around the curve. Airhorns chimed a greeting as the trains met and the freight rolled to a stop for a crew change just west of the crossing. The three wide-nose CN GP40-2's (lead unit 9660) paused for a few minutes while the crews changed, and then pulled eastward with little ceremony.

It was now about noon, and the next scheduled action was No. 63, a westbound *Rapido* that would zip through Brockville without stopping. Since 63 had no advertised time for Brockville, we had to estimate his figure from the 10:55 at Dorval, 115 miles to the east, and "1305" (1:05 p.m., that 24-hour Canadian clock took a little getting used to—metric time?) at Kingston, 50 miles to the west. Our guess was about 12:15, estimating just a little early to be on the safe side. We took advantage of the lull to photograph the two units behind the depot and amused a few of the folks strolling on the platform by lying belly-down on the lawn to take a wide-angle shot through the petunias of the VIA FP9—the colors were breathtaking, even if the shot was a little corny.

By about 12:10 we were set up just west of the crossing to await the *Rapido*. And we waited. And waited. This would not have been unusual back home, but in recent experience we'd found the Canadian trains to be relentlessly punctual. It was nearing time for the arrival of eastbound No. 44, the *Capital*, from Toronto, due in at 12:55. The depot platform was becoming crowded with people for the Ottawa/Montreal train, but there was no sign of the errant *Rapido*. 12:55 came and went. Neither train showed.

We were getting a little antsy; our photo location was good for the westbound but rather poor for the eastbound, and we wouldn't get much warning if the now-tardy *Capital* should show. The air was almost tingling with expectation when an airhorn to the east resolved the issue. The *Rapido* sailed around the distant curve behind a CN red nose and bore down on us at a mile a minute. The crowd on the platform drew back in response to the airhorn, and the *Rapido* bounded past the station as the engineer skinned the throttle wide open and two EMD's and two Alcos responded with a satisfying smudge of black smoke. More than 20 cars—mostly in VIA blue—slammed past in the wake of CN FP9 6525, an FPB4, a VIA FPA4 and another CN FP9. We didn't know what had made the *Rapido* late, but he was obviously intent on making up the time.

THE *RAPIDO* WAS LATE, and we weren't sure what to set up for next. The westbound *Rapido* was due, but so was the eastbound *Capital,* and the same location wouldn't work for both photos. After almost an hour of tense waiting, an airhorn from the east resolved the matter and the *Rapido* burst upon the scene with four units and over 20 cars making about 60 m.p.h. and the engineer skinning back the throttle as he passed.

AS THE *RAPIDO* disappeared in the west the eastbound *Capital* rounded the curve, crossed over to the north track and pulled into the depot. It made its station stop (below) and then pulled forward to cut off its last four cars in front of the depot before leaving for Ottawa. After the *Capital*'s departure, the units moved from behind the depot (below) to tie onto those cars to create No. 54, the eastbound *Lakeshore* for Montreal.

As the *Rapido* leaned into the curve to the west, the yellow nose of the VIA FPA4 on the eastbound *Capital* came into view. Needing to cross over onto the westbound main to make his station stop and split his train, the *Capital* had evidently been held or slowed west of town to permit the *Rapido* to pass. With the *Rapido* now out of the way, the *Capital* promptly crossed over and pulled into the depot with eleven cars trailing a VIA FPA4 6769 and F9B 6619.

The *Capital* made its station stop and then pulled ahead about five carlengths to get the rear of its train clear of the crossing at the west end; there was another pause as carmen worked to cut off the four rear cars. When the highball was given, No. 44 headed around the curve to the north and departed up the CP line to Ottawa. With the lead now clear, the FP9 and RS18 from behind the depot pulled out and backed down onto the four cars on the main line. They coupled on, creating No. 54, the *Lakeshore* for Montreal.

We watched from atop the overpass as the final formalities were performed and the bilingual last call was given over the p.a. system for the *Lakeshore*. The units came to life and two first-generation diesels, three smoothside coaches and a baggage car rolled eastward with a pair of kerosene markers bringing up the rear. It was a good way to end our day in Canada, for we still had a long drive home.

Variations

Among other railfans who've visited Brockville in the past year, a number of variations in the operation have surfaced. Occasionally only one unit will be used on the Montreal train. When RAILROAD MODEL CRAFTSMAN editor Tony Koester spent an evening there shortly after our visit, he saw *The Exec* from Ottawa arrive ahead of the *Bonaventure* from Montreal. The *Bonaventure* pulled its entire train directly into the pocket behind the depot. A CN switcher then pulled the *Bonaventure's* coaches out of the pocket and tacked them onto the rear of *The Exec* on the main.

On a different occasion, Bob Mohowski caught the CP local down from Smiths Falls with an Alco switcher and a bright yellow CP Rail wooden "van" (caboose). The switcher puttered around in the compact yard just north of the depot around noon and then took a lunch break. The CN, incidentally, has a small yard around the bend west of the depot, but action seems to be minimal.

The CP line that ducks under the CN and heads downtown also leads to what has been Brockville's claim to permanent railway fame: Canada's first rail tunnel. Although now out of service, the one-third-mile bore beneath the city's main business district was begun in 1854 and completed in 1860 to give one of the CPR's predecessors easy access to the St. Lawrence River. It was that Brockville & Ottawa Railway that became the CP branch that the Ottawa passenger trains use today.

Although the schedules may shift slightly from season to season—the winter 1978-79 timetable had some trains altered by as much as an hour—the basic pattern of passenger activity at Brockville appears to have a secure future. I found it to be a delightful place to step back ten years in time and enjoy the best of big-time passenger railroading, and you can't argue with Alco cab units, coaches on six-wheel trucks and kerosene markers.

THE LAST TRAIN of our day was the departing *Lakeshore*, which we watched from the highway overpass east of the depot. Brockville's pleasant setting and traditional passenger operations will be long and fondly remembered.

Short Line Rosters

Compiled by Sy Reich

General Notes: For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the *Official Guide*, the *Pocket List of Railroad Officials*, or both, with a route length less than 400 miles.

Abbreviations used: H.P. - horsepower; Wheel Arngt - wheel arrangement; Tractive Effort and Weight in pounds; GM-EMD - General Motors, Electro-Motive Division; GE - General Electric; BW - Baldwin-Westinghouse; BLHW - Baldwin-Lima-Hamilton-Westinghouse; Alco-GE - American Locomotive Company-General Electric Company; FM - Fairbanks-Morse; GMD - General Motors Diesel Ltd. (Canada); MCGE - Montreal Locomotive Works-Canadian General Electric; Alco Pr. - Alco Products; Alco - American Locomotive Company.

Minneapolis, Northfield & Southern Railway

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
1	660	Baldwin	VO 660	B-B	?	?	1942	1
10	1200	FM	H12-44	B-B	74,700	249,000	1951	2
11	1000	FM	H10-44	B-B	71,580	238,600	1946	3
12	1000	Baldwin	VO 1000	B-B	72,760	242,530	1944	4
15	1500	BW	DRS6-6-1500	C-C	98,940	329,800	1950	
20-24	2000	BW	DT6-6-2000	C-C	106,800	356,000	1948	5
25	2400	BLHW	RT624	C-C	?	?	1953	5
30-31	1200	GM-EMD	SW1200	B-B	60,800	246,340	1962	
32-33	1200	GM-EMD	SW1200	B-B	60,800	246,340	1964	
34-35	1200	GM-EMD	SW1200	B-B	?	?	1965	
36-37	1500	GM-EMD	SW1500	B-B	?	?	1966	
38-39	1500	GM-EMD	SW1500	B-B	?	?	1967	
40-41	1800	GM-EMD	SD39	C-C	?	?	1969	
60	660	Baldwin	VO 660	B-B	59,770	199,265	1940	6
61	660	Baldwin	VO 660	B-B	?	?	1942	1
600	660	Baldwin	VO 660	B-B	59,770	199,265	1940	6

Effective date: October 1978
Sources of information: MNS, Cargo Carriers
Units on present roster: 10-11, 30-41
Numbered notes:
(1) 1 was renumbered 61, then was sold to Cargo Carriers and renumbered 122.
(2) 10 was originally Minnesota Western 10, then MNS 10.
(3) 11 was originally MW 51, then MNS 11.
(4) 12 was originally Elgin, Joliet & Eastern 482, then MNS 12 (12/3/54). Scrapped 11/20/68.
(5) 20 was scrapped 11/20/68, 22 was scrapped 4/68, and 24-25 were scrapped.
(6) 600 was renumbered 60 then scrapped 4/68.

Minnesota, Dakota & Western Railway

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
11-12	470	GE	80-ton	B-B	48,000	160,000	1949	
13	470	GE	80-ton	B-B	48,000	160,000	1950	
14	470	GE	80-ton	B-B	48,000	160,000	1952	2
15	1000	Alco-GE	RS1	B-B	72,750	242,500	1943	1

Effective date: October 1978
Sources of information: Atlanta & St. Andrews Bay, MDW, Tennessee R.R., Southern Ry., George R. Silcott
Units on present roster: 11-13, 15
Numbered notes:
(1) 15 was originally Atlanta & St. Andrews Bay 908, then Tennessee R.R. 3 (11/55), then became Southern Ry. property upon merger of the TRR into the Cincinnati, New Orleans & Texas Pacific, but the unit was not renumbered. The unit was then sold to Garrett Railway Car & Equipment Co., then was sold to George R. Silcott, then was sold to the MDW and renumbered 15.
(2) 14 was sold to Ontario & Minnesota Paper Mill 6/77.

Minnesota Western Railway

(Reorganized as Minneapolis Industrial Railway September 18, 1959)

Number	H.P.	Builder	Model	Wheel Argnt	Tractive Effort	Weight	Date	Notes
10	1200	FM	H12-44	B-B	74,700	249,000	1951	1
51	1000	FM	H10-44	B-B	71,580	238,600	1946	2

Effective date: June 29, 1978
Sources of information: Chicago & North Western Transportation, Minneapolis, Northfield & Southern
Units on present roster: none
Numbered notes:
(1) 10 was sold to the Minneapolis, Northfield & Southern as their 10.
(2) 51 was sold to the MNS and renumbered 11.

The Minnesota Transfer Railway

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
60-62	660	Alco-GE	S1	B-B	59,000	198,000	1941	1
63-64	660	Alco-GE	S1	B-B	59,400	198,000	1946	2
90-92	900	Alco	HH900	B-B	?	?	1939	3
93-94	1000	Alco-GE	S2	B-B	69,000	230,000	1946	4
100-105	1000	Alco-GE	S4	B-B	71,940	231,800	1951	5
200-201	1600	Alco-GE	RS3	B-B	64,680	267,620	1951	6
202	1500	Alco-GE	RSC2	A1A-A1A	62,205	243,140	1949	7
300-301	1500	GM-EMD	SW1500	B-B	59,889	246,420	1967	8
302	1500	GM-EMD	SW1500	B-B	60,124	246,620	1968	
303-304	1500	GM-EMD	SW1500	B-B	60,275	247,500	1969	
305-306	1500	GM-EMD	SW1500	B-B	60,250	247,600	1970	

Effective date: June 28, 1978
Units on present roster: 302-306
Sources of information: MTFR, Weirton Steel, Birmingham Rail & Locomotive, Montana Power, Neptune Bulk Terminals, Bolander Conlan, Chicago & North Western Transportation, Clinton Corn Processing, Preston W. Duffy and Son, Becker Sand & Gravel, George R. Silcott, USS Agri-Chemicals
Numbered notes:
(1) 60-62 were sold to Relco 12/64. 61 was leased to Clinton Corn Processors as number 701. 62 was renumbered Relco 4-340, then Relco 702.
(2) 63-64 were sold to Koppers Company.
(3) 90-92 were scrapped.
(4) 93-94 were sold to Preston W. Duffy and then to Weirton Steel and renumbered 218-219 in 1967.
(5) 100 was sold to Becker Sand & Gravel as their 100 (6/25/70), then 12. 101 was sold to Preston W. Duffy, then to George R. Silcott, then to the Montana Power Co. as their 101. 102 was sold to Weirton Steel and renumbered 224 (5/15/70). 103 was sold to Birmingham Rail & Locomotive (10/15/70), then to the Texas & Northern and renumbered 17 (1/22/71). 104 was sold to Neptune Terminals as their 104 (asset number 106-067-4). 105 was sold to Becker Sand & Gravel as their 105 (6/25/70), then renumbered 14.
(6) 200 was sold to S. J. Groves Company and renumbered 509 (7/2/70). 201 was scrapped 9/29/63.
(7) 202 was originally Minneapolis, St. Paul & Sault Ste. Marie 368, then Soo Line 368 (1st), then Soo Line 370 (2nd) (1963), then MTFR 202 (3/9/64). It was converted to a B-B wheel arrangement before purchased by the MTFR. 202 was sold to Birmingham Rail & Locomotive (1970), then to USS Agri-Chemicals as their 202.
(8) 300 was sold to the Chicago & North Western Transportation Company and renumbered 1301. 301 was sold to Bolander Conlan as their 301.

Mississippi Central Railroad

(Purchased by the Illinois Central Railroad April 29, 1967)

Numbers	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
201-210	1200	GM-EMD	SW9	B-B	49,600	248,000	1953	1
211	1800	GM-EMD	GP28	B-B	59,150	249,500	1964	2

Effective date: August 1, 1978
Units on present roster: none
Sources of information: MSC, Illinois Central Gulf, Chicago, West Pullman & Southern, George R. Silcott, Chicago Short Line
Numbered notes:
(1) 201-203 were sold to the Illinois Central and renumbered 1237-1239 (4/29/67), then inherited by the Illinois Central Gulf retaining same numbers. ICG 1239 retired pending remanufacture (1/78). 204 was sold to George R. Silcott, then to the Chicago Short Line and renumbered 27 (1965), then sold to Youngstown Sheet & Tube and renumbered 1202 (1974). 205-207 were sold to the IC and renumbered 1240-1242 (4/29/67), then inherited by ICG retaining same numbers. 208 was sold to George R. Silcott, then to the CSL and renumbered 26 (3/31/64), then sold to Youngstown Sheet & Tube and renumbered 1201 (1974). 209 was sold to the IC and renumbered 1243 (4/29/67), then inherited by ICG retaining same number. 210 was sold to George R. Silcott, then to the Chicago, West Pullman & Southern and renumbered 51.
(2) 211 was sold to the IC and renumbered 9441 (4/29/67), then inherited by ICG retaining same numbers.

Mississippian Railway

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
314	660	Alco-GE	S1	B-B	59,700	199,000	1947	1
321	660	Alco-GE	S1	B-B	59,700	199,000	1950	1

Effective date: June 28, 1978
Units on present roster: 314, 321
Sources of information: MISS, George R. Silcott, Erie, Erie Lackawanna
Numbered notes:
(1) 314, 321 were originally Erie Railroad 314, 321; then Erie Lackawanna 314, 321; then George R. Silcott 314, 321; then MISS 314, 321 (3/67).

Mississippi & Skuna Valley Railroad

Number	H.P.	Builder	Model	Wheel Arngt	Tractive Effort	Weight	Date	Notes
3	600	GE	70-ton	B-B	41,300	140,000	1951	None

Effective date: August 24, 1973
Units on present roster: 3
Sources of information: MSV

THREE PHOTOS: DALE SANDERS

AFTER STATING in our last issue that F's were rare on the WP's Third Subdivision, three trains showed up in one week with covered wagons. The first train of the February 1979 blitz was BN138 (left) with back-to-back BN F9's 820 and 824, seen here at Pulga. The next day, February 24, WP's orange and silver 913 (above) led BN138 across North Fork bridge enroute to Keddie for snowplow service. On the 27th, BN138 again had F's as BN 828 and 827 teamed up with a Century and a GP30, seen here (below) climbing past Kramm Siding above Oroville. It's a credit to the railfan "grapevine" that such events did not go unrecorded.

Photo Line

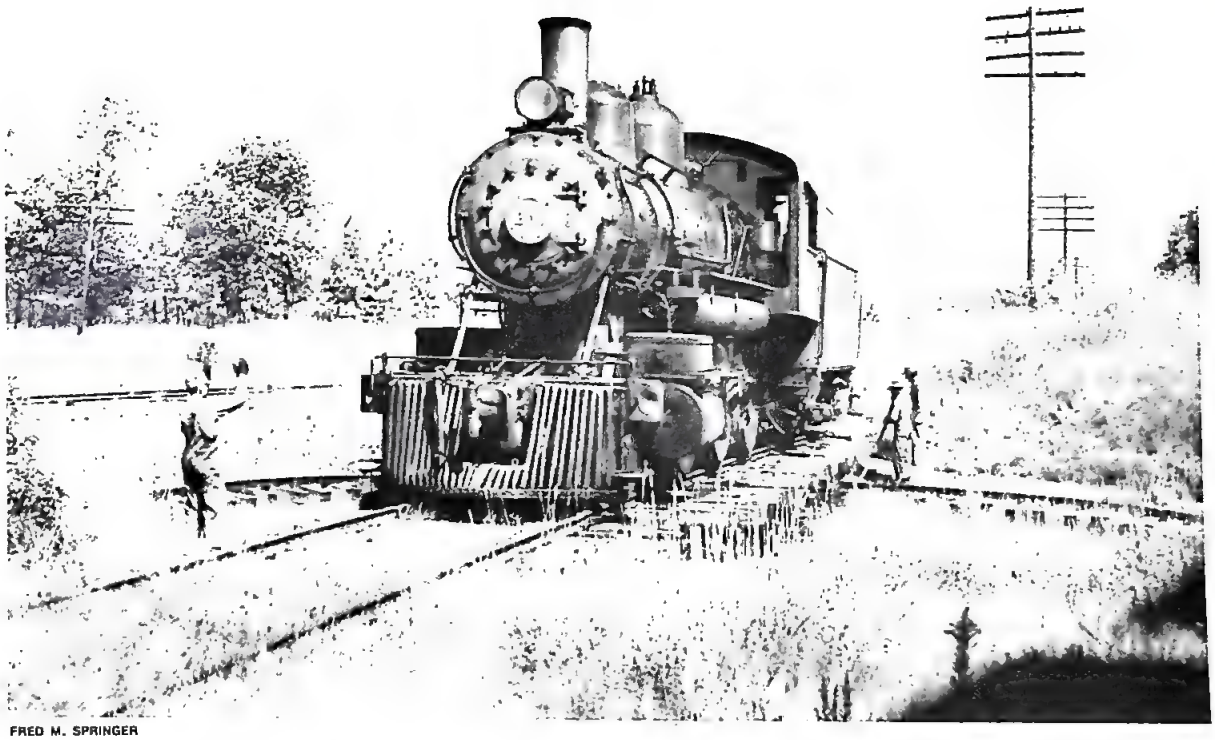
RAILFAN & RAILROAD

DALE SANDERS

LARRY JENSEN

THE SIERRA RAILROAD has been running steam excursions big and small. On March 10, 1979, their recently-acquired 4-4-0 No. 8 (which had formerly worked on the new Virginia & Truckee) teamed up with 2-8-0 28 and Mikado 34 for a triple-header from Jamestown to Oakdale and return. At the other end of the spectrum was a three-car charter trip with the 4-4-0 and a carefully chosen consist on November 11, 1979, recreating a vintage scene.

Photo Line



FRED M. SPRINGER

ROYAL HUDSON 2839 is about 28 years away from fame as she wheels Canadian Pacific No. 4, the Vancouver-Toronto *Dominion*, through Rossport, Ontario, on August 15, 1951, with an eleven car consist. 2839 is now the star of the Southern's 1979 season.

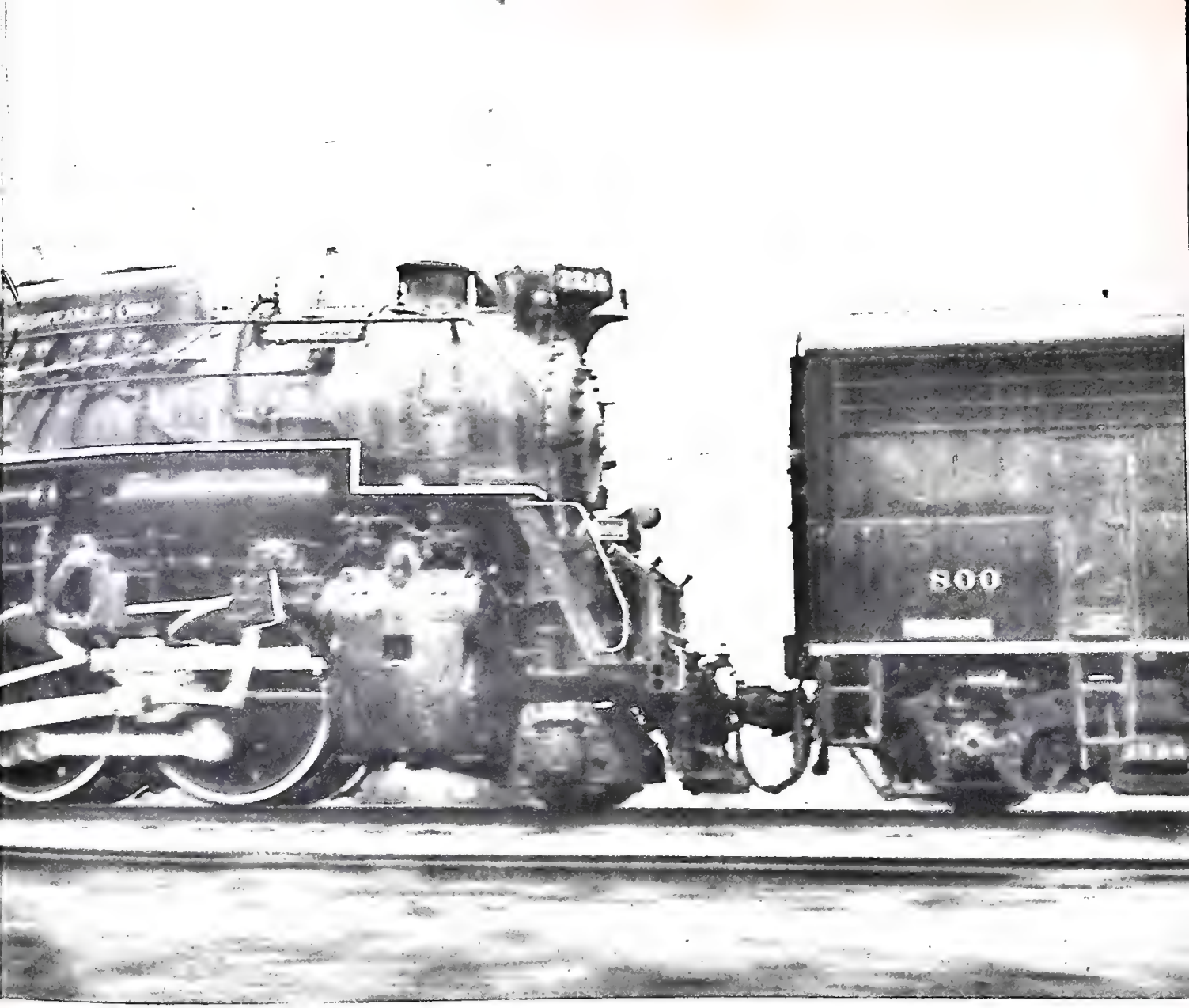
"PANAMA" MOGUL 201 of the Moscow, Camden & San Augustine, rides the armstrong turntable at the SP interchange in Moscow, Texas, in 1954. The 2-6-0 had brought a mixed train the seven miles up from Camden with loads of lumber and a red wooden combine. Today's GE 70-tonner doesn't need turning, and the table is gone.

ELMER TRELOAR, MARC BALKIN COLLECTION

LLOYD D. LEWIS

A DRAMATIC PREVIEW of things to come occurred on March 26, 1979, as a Clinchfield F9 took charge of C&O Kanawha 2716 in Louisville (**right**) for movement to Marion, N.C., where she will be restored for Family Lines excursion service. With a full set of rods (the pistons were missing inside the cylinders) and all details intact, the roller-bearing equipped 2-8-4 wheeled along effortlessly behind the diesel. Photographer Buccola reports they were making about 35 m.p.h. when he snapped the pan shot (**above**) at O'Bannon, Ky., on the L&N line between Louisville and Cincinnati. The train was making a similar speed on March 28 heading south on the C&O (**left**) Big Sandy line. Some appliances were removed from 2716 at Erwin, Tenn., and then she was taken to Marion for overhaul.

Photo Line



TWO PHOTOS: CHARLES BUCCOLA

Transit Topics

Southeastern Pennsylvania Transportation Authority has accepted the lowest bid for 141 new Light Rail Vehicles for its lines in Philadelphia and suburbs. Nissho-Iwai American Corporation of New York will receive $57.7 million, and the prime contractor will be Kawasaki Heavy Industry, Ltd., of Japan, markers of the Kawasaki motorcycle.

Body shells, trucks and frames for the new cars will be produced in Japan, while heavy components, such as propulsion equipment, will be produced in the United States. Final assembly will take place at the Boeing Vertol plant near Philadelphia where LRV's for Boston and San Francisco are being produced. Delivery for the first of the new cars is expected in 1981.

The other two low bidders for the Philadelphia order were UTDC of Toronto at $61.4 million, and Breda Construzioni of Pistoia, Italy, at $64.7 million. UTDC is now working on an order for new LRVs for Toronto, and Breda is building new cars for Cleveland's Shaker Heights division.

Michael Deacon of Philadelphia, who sent us much of the above information, says that the Philadelphia order will include four-axle non-articulated trolley pole-equipped cars for the city lines and six-axle, single articulated cars for the Red Arrow suburban lines. The latter will have pantographs.

City lines to be served by the new cars will be Nos. 11, 13, 34, 36 and possibly 10. All connect either West or Southwest Philadelphia with Center City through a subway tunnel and street trackage.

BART, beset by problems ever since this rapid transit line opened in the San Francisco area a few years ago, suffered another disaster in January when a train became disabled in the tunnel under the Bay, eventually burning up five cars, causing the death of a fireman and injury to many other people. As a result, the 30-mile tunnel under the Bay was closed for weeks for safety reasons.

A headline in the *Oakland Tribune* read, "For lack of a bolt BART came apart". That appears to be exactly what happened. A hand-tightened bolt on a switch box cover under a car worked loose and the box fell onto the track where it jammed against the rail, misaligning it from the third rail. The contact shoe of a passing car shorted when it left the third rail, causing a short circuit and setting a fire under the car.

Passengers were rescued by a train on the next track; however, the fire went up through the car floor and reached polyurethane material used in the car interiors which emitted a deadly smoke in the tunnel. Firemen from Oakland went into the tube and had to run to the train about one mile away. With fire masks good for only 30 minutes, they soon suffered smoke inhalation, resulting in one death and over 40 injuries.

According to the San Francisco *Times*, BART officials had been warned by the National Bureau of Standards a year ago that a fire on its trains could produce deadly toxic smoke. At the time of the fire, BART was applying for a federal grant to replace the seats with less-toxic material, but bids had not been placed and replacement was 18 months away.

This news comes to us from Ralph Kerchum of Oakland and Arthur C. Davis, Reseda, California. Mr. Kerchum encloses an editorial from the San Francisco *Examiner & Chronicle* suggesting consideration be given to a long-range plan offered by Bill Wattenburg, an occasional PUC consultant and BART critic, that the solution is replacement of the entire 350-car fleet at a cost of $350 million, with new cars with a less exotic design. He feels that BART's founders overreached in trying to apply trip-to-the-moon technology to local transit.

In BART's defense, Mr. Kerchum notes that in seven years of operation not a single passenger has ever lost his life on a BART rapid transit train.

Chicago had more than its share of problems during last winter. With 86 inches of snow by mid-February, the Windy City broke its seasonal snowfall record and had havoc raised with its mass transit. Heavy, drifting snow made bus and rail service almost impossible. According to Jon Habermaas of Great Lakes, Ill., the South Shore closed down for several days and then operated on a limited service. The ICG suspended its electrified commuter service on the South Chicago line in an effort to keep the Matteson and Blue Island branches running with limited service.

Chicago Transit Authority was especially hard hit; heavy, drifting snow covered the third rail and the new, lightweight equipment could not buck heavy snow on outer portions such as Evanston and Skokie Swift.

New motors on CTA cars kept overheating due to snow and ice accumulating on the cooling air vents. At one time almost 80% of CTA cars were out of service due to damage to motor coils.

With the past winter behind us, Mr. Habermaas notes, we will again be debating the future of the venerable old elevated Loop. Ironically, the Loop structure proved to be the least susceptible to snow-related problems as the snow falls right through the structure with no buildup.

CTA recently awarded a $9 million contract for a two-way radio system for its rapid transit network. All motormen, conductors, supervisors and yard and management personnel will be equipped with portable radios, giving them instant communication with the Control Center in the Merchandise Mart.

The above-ground system will be completed by summer, but it will take two years to complete the underground lines. For the ten miles of subways, a coaxial cable receiving and transmitting system must be installed to allow radio communication under ground.

Last winter's heavy snows have resulted in the American Public Transit Association creating a special task force on rail transit snow and ice emergencies. It's purpose will be to examine ways and means of coping with extraordinary snow and ice conditions and maintaining essential rail transit and commuter services in snow-belt cities of the U.S. and Canada.

The task force, composed of representatives of 13 public transportation systems in the U.S. and Canada, was formed at the request of the Chicago Transit Authority and Chicago Mayor Michael A. Bilandic in response to a resolution adopted by the Chicago City Council following the record-shattering snows of late December and January.

Breakdowns in heavy snow by the new lightweight rapid transit trains were far greater than ever happened when the old, heavy equipment was running. His problems in keeping the city functioning during the snows are also claimed to have caused the defeat of Mayor Bilandic in the Democratic primary for mayor in March. This was the first time that a mayor who was backed by the powerful organization of the late Mayor Daley lost to an outsider.

Winter snows found Pittsburgh and Philadelphia without any snow sweepers, both companies having decided to get rid of the out-dated mode of snow removal. However, Pittsburgh's Port Authority has had second thoughts and has now bought two former Philadelphia sweepers. They are being overhauled in its shops at South Hills.

These sweepers were sold to railfan Joe Alfonsi who in past years was connected with the Trolley Valhalla museum in New Jersey, now Buckingham Valley Trolley Association operating in conjunction with the New Hope & Ivyland steam railway in Pennsylvania. Price was $3000 each plus delivery and dealer preparations, according to *Trolley Fare*, the publication of the Pennsylvania Railway Museum, P.O. Box 832, Pittsburgh, PA 15230.

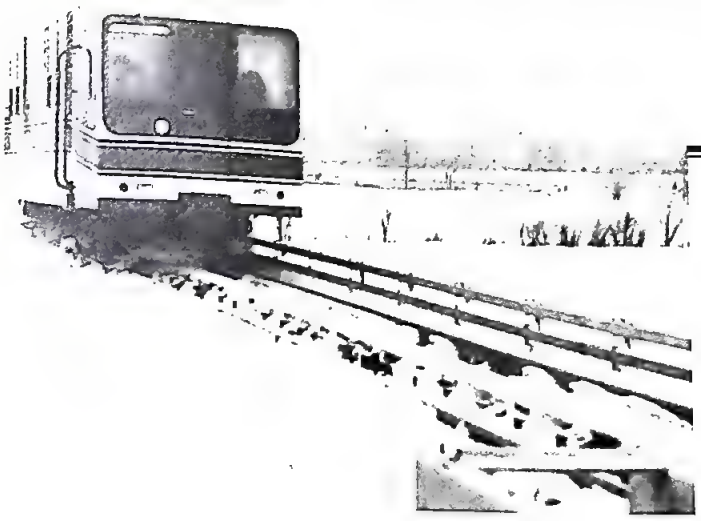
Public transit users who buy a monthly pass are now getting a discount on their auto insurance rates as the result of a decision by Massachusetts Insurance Commissioner James M. Stone. Stone termed the plan—originally proposed by Massachusetts Bay Transportation Authorities—"one of the most intriguing and imaginative suggestions presented at any recent insurance hearing".

Under the plan, Stone has ruled that public transit users anywhere in the state who present stubs for monthly transit passes for at least eleven months in 1979 are eligible for a ten percent discount on collision and property damage insurance.

MBTA Chairman Robert R. Kiley notes that for years public transit users who leave their cars at home and who do not drive to work have been unwittingly subsidizing automobile drivers who do drive to work. The new decision remedies this inequity.

"Our information indicates that each MBTA passholder represents 3500 miles not driven to work each year. Those miles not driven mean that much less exposure to accident, less traffic congestion, less gasoline and energy used, and less pollution in our atmosphere—two pounds of pollutants per driver per day," Kiley said.

BY STEVE MAGUIRE



UTDC

UNDER DEVELOPMENT at Urban Transportation Development Corporation's test track in Kingston, Ontario, is this linear motor test vehicle, TV-1, designed for severe weather reliability.

Urban Transportation Development Corp., now building new Light Rail Vehicles for Toronto, has been conducting tests on the suspension, propulsion and guideway components of what is termed an "intermediate capacity transit system test vehicle" on the loop test track at its development center near Kingston, Ontario.

One of the leading objectives of the test program is to ensure all-weather transit operation, particularly in heavy snow. Tests during the past winter showed that the method of melting ice and snow from the power rail by using current tapped from the conductor to produce heat, is proving both inexpensive and effective.

The first text vehicle, TV-1, is equipped with innovative steerable-axle trucks developed to eliminate wheel squeal and a linear motor propulsion system using a center third-rail contact system.

UTDC claims that ice collecting on the linear reaction rail is loosened by a warming effect produced by the passing of the motor and is then dispersed by the vehicle movement. Also, snow collecting in the linear motor fans did not cause problems, due to the self-clearing action of the fans. Hopefully, the test vehicle may solve some of the recurrent problems caused by snow and ice on third rails.

San Francisco is accepting Light Rail Vehicles, and the first are in service on the K Line. Hopefully, earlier problems that occurred at Boston have been solved, and with new cars arriving almost daily, the K Line will be the first equipped solely with LRV's at San Francisco.

During the last year or so two more trolley museums have completed installation of loops at each end of their lines. These are the National Capitol Trolley Museum in Northwest Branch Regional Park near Wheaton, Maryland, and the Baltimore Streetcar Museum on Falls Road in downtown Baltimore.

The Baltimore museum, with the help of a federal grant, has erected a new visitors' center adjacent to its carbarn and on the inner loop of the museum trackage. This sizeable building contains a small auditorium, dispatcher's office, gift shop, washrooms and a large museum for their exhibits. This museum is built on the old right-of-way of the Maryland & Pennsylvania R.R. Its outer loop is on the site of the former Ma & Pa turntable.

EN ROUTE TO SAN FRANCISCO'S Municipal Railway (MUNI) are Boeing-built LRV's seen here in Conrail's Conway Yard near Pittsburgh. Boeing Vertol will be assembling Japanese-built LRV's.

JOE JACK

Illinois Railway Museum at Union, Ill., may soon be able to extend its main line eastward for several miles, says IRM member Jon Habermaas. A few years ago the IRM purchased the old Elgin & Belvidere right-of-way east of the museum, but after years of litigation it found it did not have good title to several sections. This effectively stopped plans for extension eastward.

Land purchased last year from the Chicago & North Western R.R.—that allowed a bypass around one short contested section—and from one of the neighboring farms that cleared title to another contested section now gives IRM the green light to extend its line.

Indiana Museum of Transport & Communication at Noblesville has received former Chicago work cars S354 and S355. These will be dismantled for parts to restore three old interurban car bodies located in recent years, THI&E 81, Union Traction 447 and Indiana R.R. 429. All of these were big, heavy interurban beauties!

Ronald Jedlicka of Columbus, Ohio says that trucks for the 429 have been obtained from a switcher at the St. Louis Car Co.

The IMOTAC museum was one of the last to be founded and, as a result, was unable to obtain complete cars in operating condition as earlier museums had. Members receive a regular newsletter, *Hoosier Lines*. For details write P.O. Box 83, Noblesville, IN 46060.

A group of fans in the Cleveland area has formed the Northern Ohio Railway Museum and plan on building an operating trolley museum along a two-mile stretch of former Cleveland & Southwestern Ry. right-of-way south of Medina. They own a Toronto Peter Witt, Shaker Heights center-door 1203, a Pittsburgh snow sweeper, the bodies of two C&LE interurbans, an Indiana R.R. freight motor, an Akron 2000-series Peter Witt and a Northern Ohio 1500 interurban.

Ron Jedlicka tells us that the Waterfront Electric Ry. at Toledo operates a 25-ton GE locomotive pulling a 4000-series Chicago elevated car. The dieselized Indiana R.R. freight motor that had been in use was shipped to Lorain, Ohio, last winter. There are plans to use it on a short line to haul passenger cars.

The two ex-Illinois Terminal PCC cars loaned to the Shaker Heights Rapid Transit two years ago during a car shortage, were returned to the respective trolley museum that helped the SHRT car shortage. One car went back to the Ohio Railway Museum at Worthington, and the other to the Connecticut Electric Ry. Assn. museum at Warehouse Point, Connecticut.

A nice gesture, fellows!

BN Steam: Today!

It's not generally known that the Burlington Northern has three steam locomotives which are still in regular service. They're no GN Mikados nor Burlington O5's, but a trio of fireless 0-4-0's working in two tie treating plants in Minnesota and Montana. The former-NP tie plant in Brainerd, Minnesota, employs a single narrow gauge engine, while the Somers, Montana, plant has two standard gauge 0-4-0's. The large Somers plant was a former Great Northern facility now operated by the Somers Lumber Division of the Glacier Park Company, a BN subsidiary. The two engines at Somers are both Porter fireless 0-4-0's, number S-1, built in 1926 and the S-2 built in 1929.

We had been aware of these two operations, and when our travel plans for the summer of 1978 took us within reach of Brainerd, we contacted the BN for permission to visit the facility. Arrangements were made, and one narrow gauge 0-4-0 was placed on our vacation agenda

There are over 66 million ties along the 22,000-mile BN, and approximately three million of these ties are replaced annually in the railroad's continuing track rehabilitation program. To meet this heavy demand for new ties the BN receives ties from eight different plants. Two of these plants (in Paradise, Montana, and Brainerd, Minnesota) are owned and operated by the BN itself, while the others, like the Somers plant, are either BN subsidiary companies or outside firms. Like many other unglamorous behind-the-scenes operations, the work at the tie treatment plant is an interesting part of railroading that most railfans never see.

The tie treatment facility in Brainerd is in operation five days a week (Monday through Friday) from 7:00 a.m. to 3:00 p.m. There are 43 men employed at the plant which turns out approximately 50,000 ties a month. The treatment facility was originally built by the Northern Pacific in 1906 and 1907, and was served by a 30-inch gauge electric railroad. In 1946, the electric engine was replaced, and the overhead wires were removed in favor of the fireless 0-4-0 steam locomotive that is still in regular service today. The engine, which was built by Porter in 1945, receives its steam from the large boiler that is required to run the retorts and heat the buildings. A small pipe runs from the stationary boiler to a track alongside the boiler house where the engine is spotted several times a day for recharging. The engine is hooked up to the pipe, and its "boiler" is filled with steam from the plant's boiler. The recharging process usually lasts from 15 to 30 minutes. (See the accompanying sidebar for the explanation of how a fireless steam locomotive works.) The steam engine is quite practical and economical for the operation since the steam supply is there anyhow and the steam/water propulsion of the engine makes it less of a fire hazard than any other type of motive power.

Most of the wood used for ties at Brainerd is bought from mills in and around the Minnesota and Wisconsin area, although some of the hardwoods come from as far away as Tennesse and Kentucky. The ties are made from a variety of woods including oak, maple, birch, hickory, ash, fir and pine.

The pre-cut lumber is delivered by both train and truck. The ties brought to Brainerd by train are left at the yard in town. They are delivered to the plant Monday through Friday by a local BN switcher that usually arrives around noon.

Once inside the plant the ties are unloaded by means of a truck with a mechanical claw on it. After they are unloaded, the untreated ties are stacked according to their arrival date and size and then left to season for a year. The ties are divided into three different

PHOTOGRAPHY: CHRIS D'AMATO

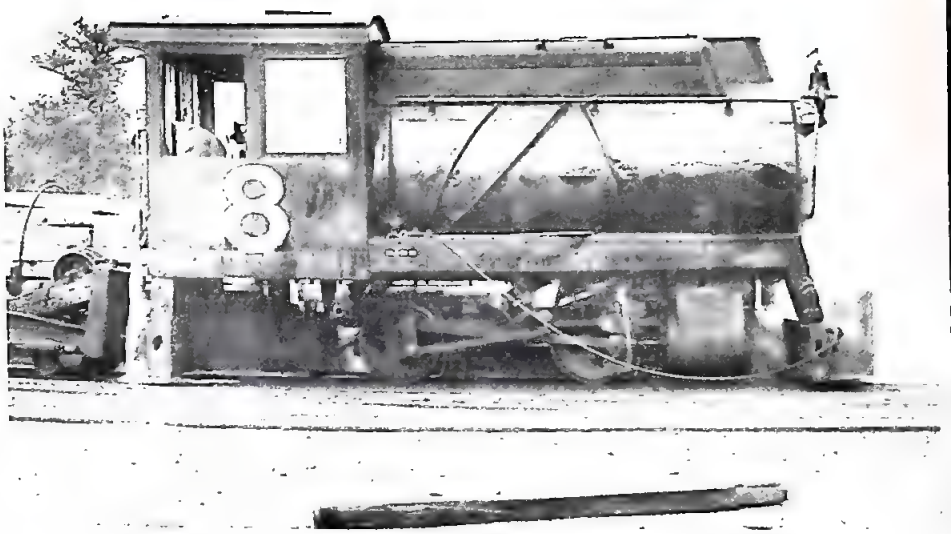
Burlington Northern has a fireless 0-4-0 working in Brainerd. **by Chris D'Amato**

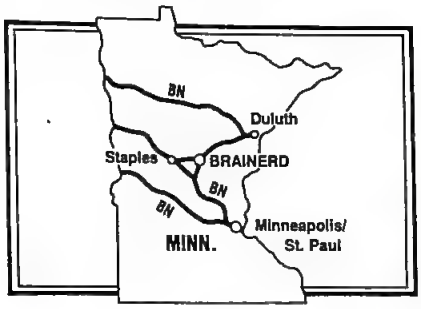
sizes: a Number 3 tie (6" high by 8" wide), used for spurs and industrial sidings, a Number 4 tie (7" high by 8" wide), used for branch lines, and a Number 5 tie (7" high by 9" wide) used for main line trackage. They are all 8½ feet long.

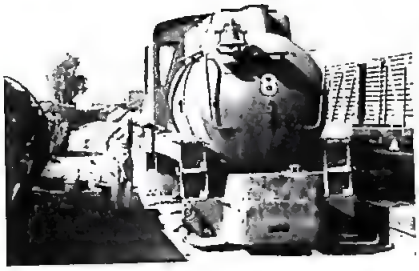
After approximately a year of seasoning, the ties are brought by a lift truck to the boring and adzing plant. Here the ties are fed into the boring machine which drills spike holes in the ties and adzes them. ("Adzing" is to notch the top of the tie in the proper location to provide a slightly recessed bed for the tie plate which will hold the rail.) After passing through the boring machine, they are taken by conveyor to the inciser machine where small perforations are made in the wood which will allow for greater penetration during the treatment process.

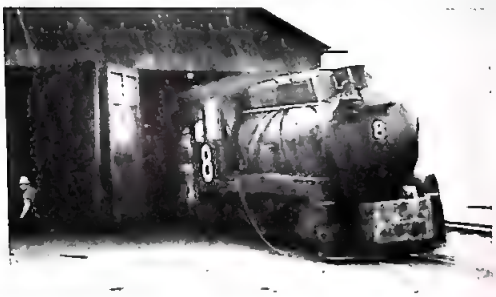
When the ties leave the boring and adzing plant they are loaded on to small railway cars called trams. The trams have no couplers, so they are pulled by a cable which runs from a special winch car next to the engine to the last car on the train.

The next step is the actual treatment process itself. A string of untreated ties is pulled by the little steam engine to one of the two Lowry retorts which are housed in a large

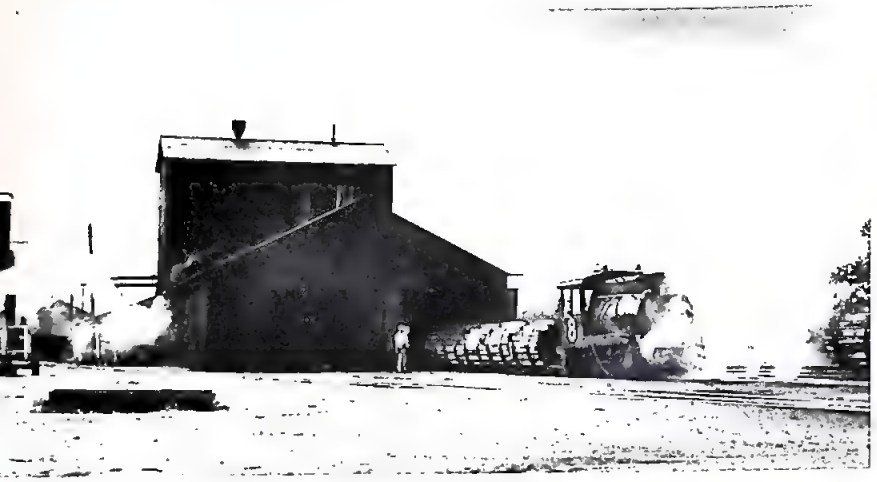


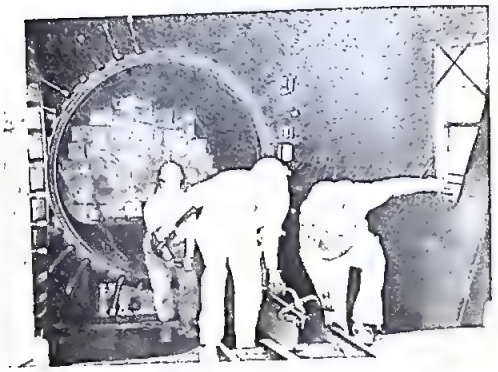






BURLINGTON NORTHERN'S fireless steamer at Brainerd handles new ties on special narrow gauge cars from the sawmill to the creosote retorts and on to the loading area. A winch and cable arrangement (left) is used instead of couplers. Ties are shipped out in modified stock cars (top). Filling the sand dome (below) is an elementary task.





FRESHLY CUT TIES are rolled on their special cars right into the creosoting retorts (**left**) and the rails are then removed (**above**) so the huge door can be closed and sealed.

steel building near the front of the plant. The retorts are large metal cylinders where the ties are placed for treatment. They hold 15 cars each and are capable of treating anywhere from 705 to 915 ties (depending upon their size) during each of the four daily processes.

The eight to twelve hour treatment procedure begins after the little narrow gauge cars with their loads of untreated ties are slowly pushed back into the retort by the steam engine. Once the cars are in the retort, the short portable rails at the door are removed and the heavy metal door is sealed and bolted shut. A mixture of 50% cresote and 50% Number Five blending oil, which has been heated to 190 degrees, is then pumped in to flood the Lowry retorts, and the pressure is raised to 175 pounds per square inch. The heat kills the bacteria in the wood while the pressure forces the mixture into the ties. Each tie absorbs between 2.8 and 3.4 gallons of cresote and oil with the mixture penetrating about 1¼ inches into the wood. After the ties have soaked up the blend of oil and cresote, a vacuum is created pulling the excess moisture out of them. Of the 27,500 gallons of oil and cresote introduced into the retort at the beginning of the processing cycle, all but approximately 250 gallons is absorbed by the ties. After the excess oil has been removed from the ties, the vacuum is released and they are ready to be removed. The huge metal door is opened and the portable rails are put into place. The engine then backs up to the retort where a cable that runs from the rear car is hooked up to the back of the fireless steam engine. The locomotive then pulls its train of freshly treated ties up to the loading facility where a three-man team (known as a "black dock crew" or "tie buckers") unloads them from the trams by hand and puts them in old stock cars which have been reassigned for use in delivering ties. There are 300 of these cars assigned to the Brainerd plant. The ties are taken from the Brainerd plant by the same local switch engine that brings in the untreated lumber and tank cars of oil and cresote. The work done in the Brainerd plant plays an important part in the BN's continuing track maintenance and upgrading program, and it's refreshing to know that a steam locomotive still has a vital role on one of America's finest railroads.

How a Fireless Steam Engine Works

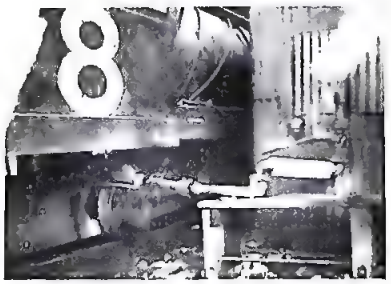
Has a fireless steam engine a boiler or hasn't it? This question has caused much discussion. Some maintain that such a loco can only store steam for use, but they are mistaken. The "fireless cooker" actually generates steam, fire or no fire, besides storing it.

Water boils at 212° F., *at sea-level atmospheric pressure* (slightly less than 15 lb. per square inch). But as the pressure of air or steam on any body of water increases, the degree of heat necessary to make that water boil also rises. Therein lies the principle of the fireless steamer.

To begin with, the boiler is filled about three-quarters full of hot water. The steam-charging inlet leads into a long, perforated pipe within the boiler, near the bottom. Steam under pressure often exceeding 500 lb. per square inch is admitted to this pipe, passes through the perforations, and bubbles up through the water to collect in the space at the top. Some of the steam's heat is transferred to the water as the steam passes through, raising the water temperature substantially above 212 degrees. But this superheated water doesn't boil, for the steam pressure upon it may be as much as 40 times the sea-level atmospheric pressure.

When the throttle of a fireless cooker is opened, steam from the upper part of the boiler is admitted to a reducing-valve, which causes the steam to pass to the cylinders at about 50 lb. per square inch, regardless of the boiler-pressure. This low working-pressure necessitates cylinders with comparatively large diameters, characteristic of fireless steamers.

As some of the steam is used up, the steam remaining in the boiler expands, and its pressure therefore decreases. This decrement of pressure on the superheated water causes some water to turn to steam, i.e., to *boil*. This new steam is added to the steam remaining in the upper part of the boiler, thus partially replenishing the supply. As more steam is used during operation, more water boils, generating more steam for further operation, until the temperature of the water and the pressure on it become too low; then equilibrium is reached, and the process can no longer continue. In practice, the loco can operate until boiler-pressure drops to around 50 lb. per square inch (this varies with individual locos); then it must be recharged.



A TRACKSIDE STEAM CONNECTION is used to recharge the boiler of a fireless.

Thus will it be seen that the vessel used to contain power for a fireless cooker is, indeed, a boiler, even though there is no firebox—ROGER ARCARA.

Riding the Loop

by Gary Morgan

Herewith is a complete and accurate account of a ride on the Georgetown Loop in the year 1908.

L.C. McCLURE, NEAL MILLER COLLECTION; COURTESY CENTENNIAL PUBLICATIONS

THE GRADE isn't really noticeable in this picture, but the smoke from the engine gives you an idea of how hard our train had to work uphill. This was taken as we rounded "Inspiration Point", 23 miles out of Denver.

It'll be another hot one today—I'd bet near 90 degrees. But the conductor says that it will cool off substantially once we get out of Denver and start up the Canyon. And, to be honest, the heat hasn't really been that bad—not compared to what it's like back in New York. It's drier out here; there simply isn't as much humidity as there is back home, so the heat is more bearable.

Now, that convention center is another story. With over a thousand delegates packed in there like pickles in a barrel—and all those Democrats spouting hot air, anyhow—it's no better than home. The Denver newspapers say that in just the past three days, 61 people in New York City have died from the heat. Out here, though, whenever the temperature gets too far above 90 there's generally a thundershower to cool it off and settle the dust.

The boys in the office must really be jealous of me being out here while they're working in that heat. That's one reason I jumped at the chance to cover the Democratic National Convention—to get out of the heat wave. The heat back there makes it hard even to enjoy a baseball game, as much as I like the Giants. They're playing poorly, however, so it's probably just as well that I'm not there to see them. It's beginning to look like the Cubs might pull away from Pittsburgh and make it to the Series after all.

Actually, I'm supposed to be covering the acceptance speech of the 1908 Democratic candidate for President—William Jennings Bryan—but I just couldn't take it any longer. You hear the same things from those politicians every four years—just long enough to get elected. Then they forget about all the promises for another four years.

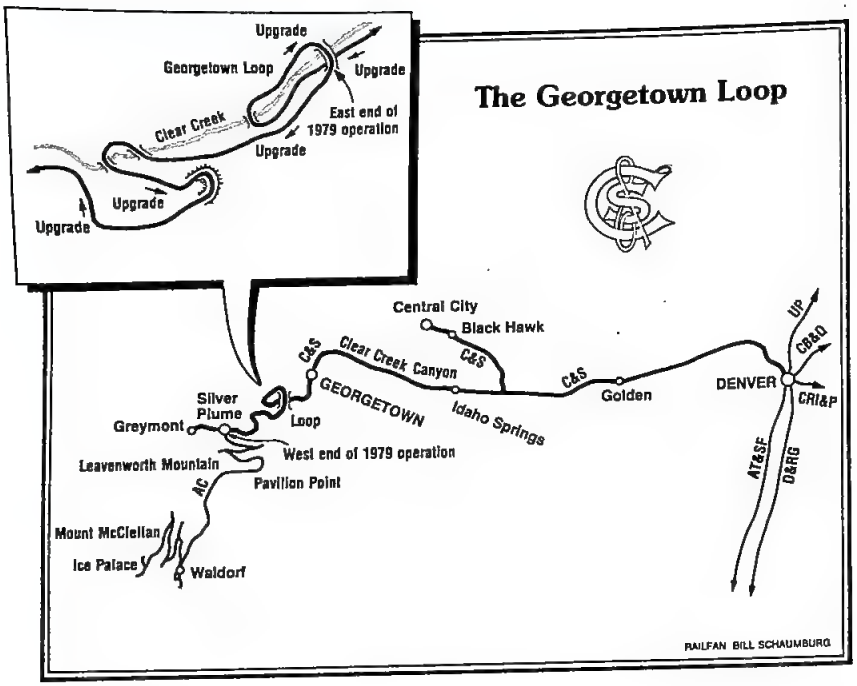
The big story is already over and done with anyway—Bryan broke the control of the Tammany Hall machine, and in a big way. But I saw that coming two days after I got here. I bet two bucks with a guy from the Chicago *Tribune* that Bryan would get over 800 votes, and old silver throat won for me. He pulled in 830 on the first ballot.

So I figured I deserved a day off. After four days of hearing that political malarky, I had to get away from it. Besides, Bryan won't say a thing I haven't heard him say before. He'll tell 'em what a great victory he's just won for the American people, and how it's time for Democrats to get together and kick the pants off the Republicans. He'll say it better than that, though. If there's one thing that man can do, it's talk.

Just in case the old boy does utter a worthwhile phrase or two, I sort of covered myself. I talked a pretty little gal in the press room into taking a few notes for me at his speech. And, if the trains run on schedule, I'll be back in plenty of time tonight to file my story for the morning edition.

I decided to take a sightseeing trip to some place called Mt. McClellan. Everybody's been talking about it, especially since the fellow who owns the railroad that runs up there sent a carload of snow down to the convention center the other day. Maybe he hoped it would cool down the hot air; all it did was melt in a helluva hurry.

Day before yesterday, Bryan and a train-



load of his cronies rode up there. They say the mountain is over 14,000 feet above sea level and that the snow is six feet deep—in the middle of July! I don't know if that's true or not—I didn't bother to go along. I did put it in my story, though. I said that the whole trainload should have sung *Nearer My God To Thee,* since that was probably as close to God as any of them was likely to get. I don't know if my editor left it in or not.

Anyway, to get to this mountain nearly three miles up in the air we have to take the Colorado & Southern railroad up Clear Creek Canyon to a town called Silver Plume, on the other side of the Georgetown Loop. That's what I really wanted to see—the Loop—but I figured for the extra 55 cents, I might as well go all the way. We'll grab a bite of lunch in Silver Plume and switch from the C&S to the Argentine Central Railway to go up to Mt. McClellan.

The Loop must really be a sight to behold. The altitude in Georgetown is 8,476 feet, and in Silver Plume—just a shade over two miles farther west—it's 9,114 feet. I read that to get a train up that incline, the railroad built the most complex four-and-a-half miles of railroad track you could imagine. You see, trains can't handle a grade much steeper than about four percent—or so the conductor tells me. And the grade up the Canyon between Georgetown and Silver Plume is about twice that, he says. So they looped the track back over itself, threw in a couple of hairpin curves, and cut the grade way down. On a couple of sections of the track, the conductor says, we'll actually be heading back toward Denver.

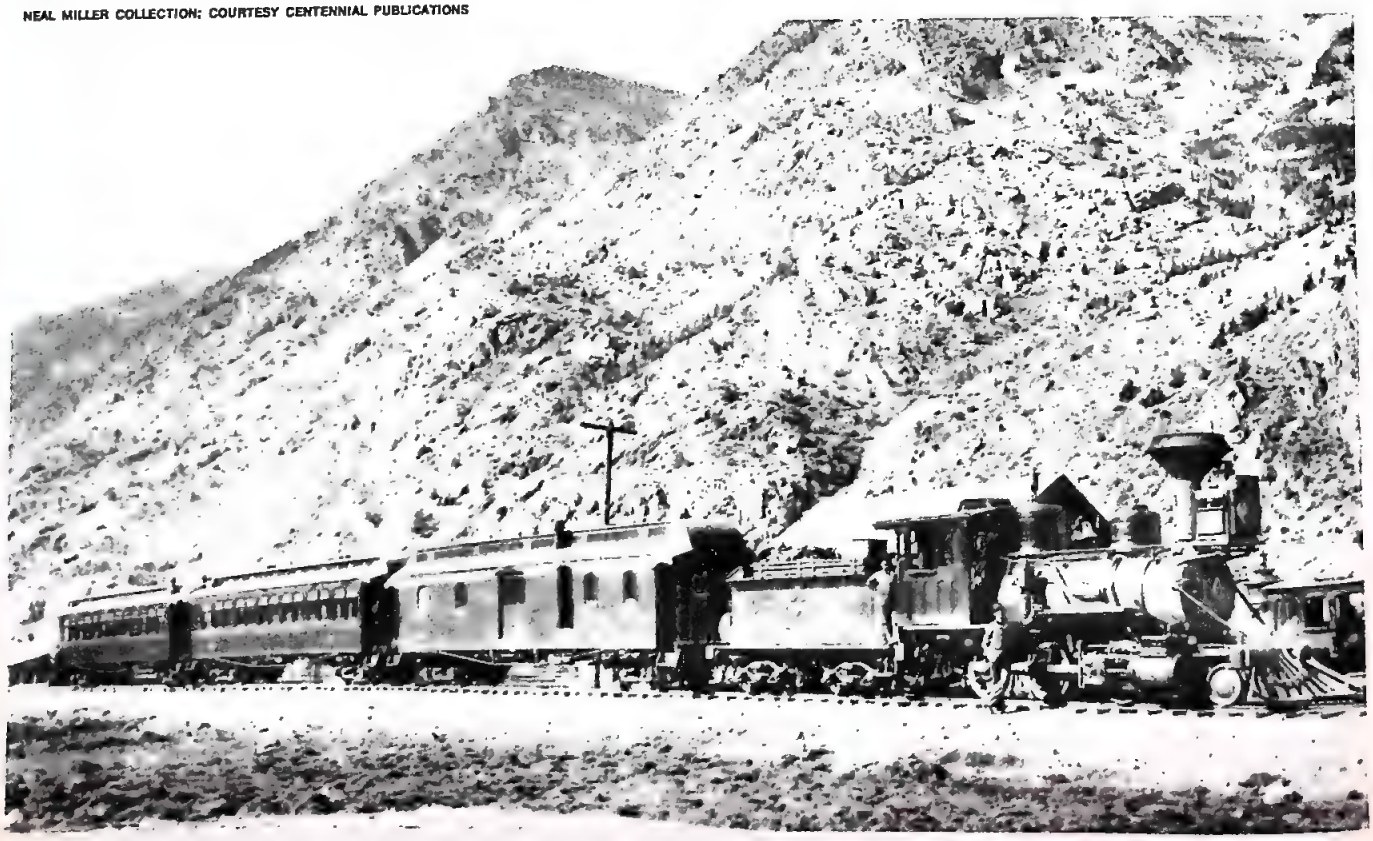
Besides sounding like the most spectacular four or five miles of railroad track in America, it also sounds like the most expensive. A note in the paper the other day said the Union Pacific spent $254,700 to build it back in 1885. That's probably part of the reason the UP ran into money trouble and had to sell it. The C&S has only had the line since 1899.

When I got on at the Union Station this morning, the conductor told me there's more than just the Loop to see, too; things most people pay no attention to. He pointed out Golden, which is about where we are now. Golden—the home of the fellow who built this railroad—is at the entrance to Clear Creek Canyon. It's the place where all the miners came for their supplies and to sell ore.

There's not so much of that any more, but gold and silver is really the reason William

THEY USE ENGINES a little larger and more powerful now, but this one shows what they were like back in 1894. This eastbound train was photographed at Empire, five miles east of Georgetown, when the railroad was owned by the Union Pacific.

NEAL MILLER COLLECTION; COURTESY CENTENNIAL PUBLICATIONS



WILLIAM HENRY JACKSON; STATE HISTORICAL SOCIETY OF COLORADO

THAT'S MY TRAIN just passing under the bridge. Photographers took hundreds of pictures like this on days when the Loop was really busy. We'll continue to climb and follow that train ahead of us over the spindly High Bridge.

Loveland—leave it to a New Yorker—built the railroad in the first place. A man named John Gregory struck gold back in 1858 in Central City, about 30 miles up the Canyon, and started a rush. A year later, George Griffith hit a vein up in Georgetown, which is a few miles west and south of Central City. The biggest problem these miners all had was how to get their ore to market once they dug it out of the ground.

That's where Loveland comes in. First he had a toll road for wagons, but apparently that was just a way to tie up the land until he could build a railroad. He formed his "Colorado Central" railroad (which was the first narrow gauge—three feet between rails, because it's cheaper than the standard four feet, eight and a half inches—railroad in the Rocky Mountains) in 1868. A couple of years later, the road started up the Canyon. First the track turned off at the north fork of Clear Creek (for some reason, the locals call it "Forks Creek") after following the main stream for better than 20 miles, then built on to Black Hawk, nine miles from the fork. To get the railroad up the last mile from Black Hawk to Central City, Loveland and his men had to build an intricate series of switchbacks up 540 feet of mountainside.

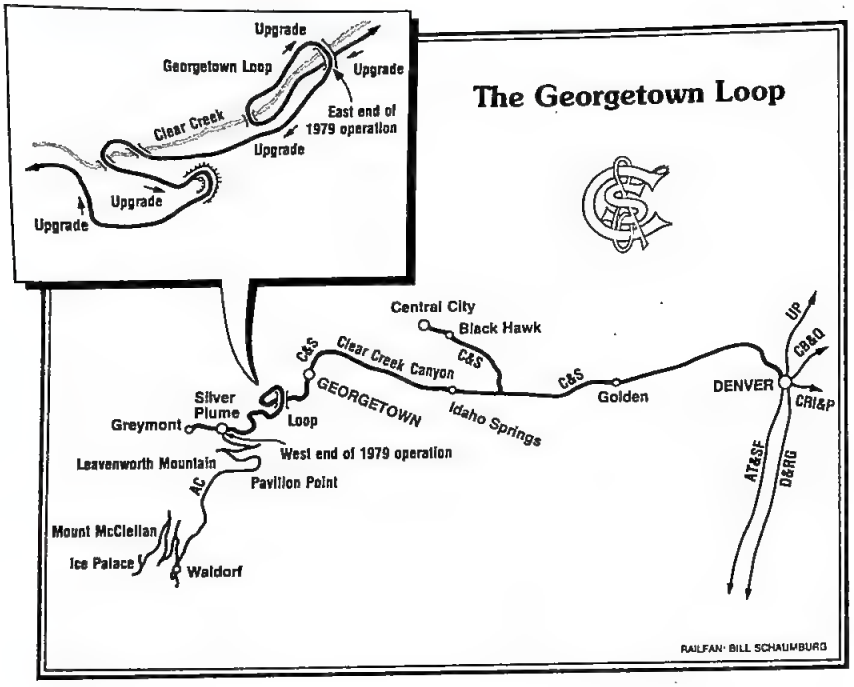
While they were finishing that up, more crews were building the road west from the fork to Idaho Springs and on to Georgetown. Eventually, of course, they got to Silver Plume and four miles beyond (to a place called Graymont). Trouble was, by the time they got there, a lot of the mining had petered out—gold mining, anyway. There was a good bit of silver, but the "Panic of 1893" pretty well ended the days of the silver booms for good.

That's probably why Loveland never built beyond Graymont. Another eight or ten miles west is Loveland Pass, which is the continental divide. Evidently, from what I'm told or read, Loveland planned to tunnel through *under* the divide to get to Leadville and beat the other railroads. But the money ran out, for the miners, the UP and Loveland. Then came the mergers, and the idea was forgotten.

After the mining died down, the UP—and now the C&S—figured that all this railroad track ought to be used some way. And with all the publicity the Loop had gotten anyway, it was easy to figure on making money from the tourists. You'd think nobody stayed home anymore—people travel constantly. And these new Ford motorcars just make it that much easier. Anyway, the railroad started promoting the Loop, and it worked. Right now, it's probably the single biggest tourist attraction in America. Of course, if these motors get more popular, people might stop taking the train—and that will leave the railroads out in the cold.

We're just about to Georgetown now. The engineer stopped our train at the junction of Forks Creek to take on water for the rest of the trip, and it was good to get out and stretch my legs.

The ride up this part of the Canyon is certainly everything the conductor promised. For one thing, it's quiet. About all you can hear is the noise of the engine's exhaust. And it's picturesque, too. We curved around a number of interesting rock formations on the way, and a time or two it seemed the track ac-



load of his cronies rode up there. They say the mountain is over 14,000 feet above sea level and that the snow is six feet deep—in the middle of July! I don't know if that's true or not—I didn't bother to go along. I did put it in my story, though. I said that the whole trainload should have sung *Nearer My God To Thee,* since that was probably as close to God as any of them was likely to get. I don't know if my editor left it in or not.

Anyway, to get to this mountain nearly three miles up in the air we have to take the Colorado & Southern railroad up Clear Creek Canyon to a town called Silver Plume, on the other side of the Georgetown Loop. That's what I really wanted to see—the Loop—but I figured for the extra 55 cents, I might as well go all the way. We'll grab a bite of lunch in Silver Plume and switch from the C&S to the Argentine Central Railway to go up to Mt. McClellan.

The Loop must really be a sight to behold. The altitude in Georgetown is 8,476 feet, and in Silver Plume—just a shade over two miles farther west—it's 9,114 feet. I read that to get a train up that incline, the railroad built the most complex four-and-a-half miles of railroad track you could imagine. You see, trains can't handle a grade much steeper than about four percent—or so the conductor tells me. And the grade up the Canyon between Georgetown and Silver Plume is about twice that, he says. So they looped the track back over itself, threw in a couple of hairpin curves, and cut the grade way down. On a couple of sections of the track, the conductor says, we'll actually be heading back toward Denver.

Besides sounding like the most spectacular four or five miles of railroad track in America, it also sounds like the most expensive. A note in the paper the other day said the Union Pacific spent $254,700 to build it back in 1885. That's probably part of the reason the UP ran into money trouble and had to sell it. The C&S has only had the line since 1899.

When I got on at the Union Station this morning, the conductor told me there's more than just the Loop to see, too; things most people pay no attention to. He pointed out Golden, which is about where we are now. Golden—the home of the fellow who built this railroad—is at the entrance to Clear Creek Canyon. It's the place where all the miners came for their supplies and to sell ore.

There's not so much of that any more, but gold and silver is really the reason William

THEY USE ENGINES a little larger and more powerful now, but this one shows what they were like back in 1894. This eastbound train was photographed at Empire, five miles east of Georgetown, when the railroad was owned by the Union Pacific.

NEAL MILLER COLLECTION; COURTESY CENTENNIAL PUBLICATIONS

WILLIAM HENRY JACKSON; STATE HISTORICAL SOCIETY OF COLORADO

THAT'S MY TRAIN just passing under the bridge. Photographers took hundreds of pictures like this on days when the Loop was really busy. We'll continue to climb and follow that train ahead of us over the spindly High Bridge.

Loveland—leave it to a New Yorker—built the railroad in the first place. A man named John Gregory struck gold back in 1858 in Central City, about 30 miles up the Canyon, and started a rush. A year later, George Griffith hit a vein up in Georgetown, which is a few miles west and south of Central City. The biggest problem these miners all had was how to get their ore to market once they dug it out of the ground.

That's where Loveland comes in. First he had a toll road for wagons, but apparently that was just a way to tie up the land until he could build a railroad. He formed his "Colorado Central" railroad (which was the first narrow gauge—three feet between rails, because it's cheaper than the standard four feet, eight and a half inches—railroad in the Rocky Mountains) in 1868. A couple of years later, the road started up the Canyon. First the track turned off at the north fork of Clear Creek (for some reason, the locals call it "Forks Creek") after following the main stream for better than 20 miles, then built on to Black Hawk, nine miles from the fork. To get the railroad up the last mile from Black Hawk to Central City, Loveland and his men had to build an intricate series of switchbacks up 540 feet of mountainside.

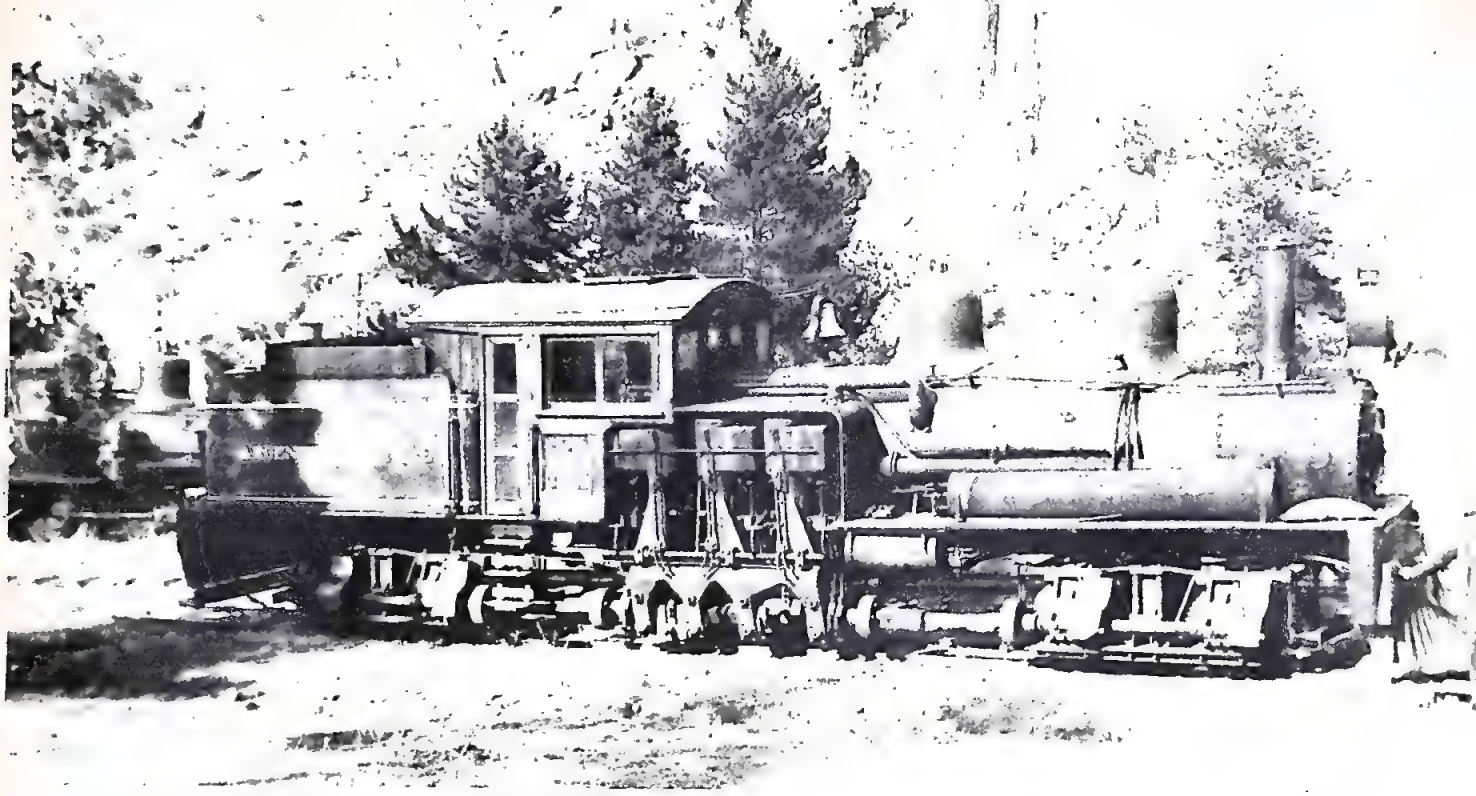
While they were finishing that up, more crews were building the road west from the fork to Idaho Springs and on to Georgetown. Eventually, of course, they got to Silver Plume and four miles beyond (to a place called Graymont). Trouble was, by the time they got there, a lot of the mining had petered out—gold mining, anyway. There was a good bit of silver, but the "Panic of 1893" pretty well ended the days of the silver booms for good.

That's probably why Loveland never built beyond Graymont. Another eight or ten miles west is Loveland Pass, which is the continental divide. Evidently, from what I'm told or read, Loveland planned to tunnel through *under* the divide to get to Leadville and beat the other railroads. But the money ran out, for the miners, the UP and Loveland. Then came the mergers, and the idea was forgotten.

After the mining died down, the UP—and now the C&S—figured that all this railroad track ought to be used some way. And with all the publicity the Loop had gotten anyway, it was easy to figure on making money from the tourists. You'd think nobody stayed home anymore—people travel constantly. And these new Ford motorcars just make it that much easier. Anyway, the railroad started promoting the Loop, and it worked. Right now, it's probably the single biggest tourist attraction in America. Of course, if these motors get more popular, people might stop taking the train—and that will leave the railroads out in the cold.

We're just about to Georgetown now. The engineer stopped our train at the junction of Forks Creek to take on water for the rest of the trip, and it was good to get out and stretch my legs.

The ride up this part of the Canyon is certainly everything the conductor promised. For one thing, it's quiet. About all you can hear is the noise of the engine's exhaust. And it's picturesque, too. We curved around a number of interesting rock formations on the way, and a time or two it seemed the track ac-



DAN ABBOTT COLLECTION, C.S. RYLAND COLLECTION; COURTESY CENTENNIAL PUBLICATIONS

TWO NUMBER FIVES posed at Silver Plume as a C&S engine turned on the "wye" and the Argentine Central contraption they call a "Shay" waited to go up the mountain. When that engine's in motion, it's like observing the inside of a clock.

tually ran into the stream, although of course it didn't.

The photographers and post card manufacturers have found a wealth of subject matter in Clear Creek Canyon, and now I can see why. We climb about 3,200 feet in the 40 miles from Denver (and even mile high) to Georgetown (over 8,400 feet), and the upgrade, as well as the configuration of the Canyon, requires a lot of curving. So we've gone under the "Hanging Rock," which was dynamited out in such a way when the line was built that it's almost half a tunnel for our train, and another rock point on a curve called "Old Mother Grundy," which is supposed to resemble an angry old woman. That one taxes the imagination a little. Finally, there's "Inspiration Point," where a photographer took a picture of our train as we came around.

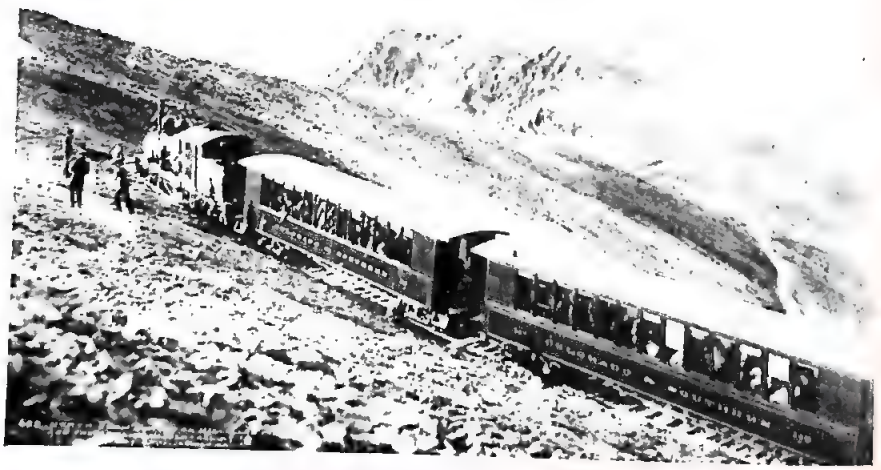
The track itself skirts around the south side of Georgetown to gain a little head start on the grade for the Loop. The town itself puts me in mind of what a village in the Swiss Alps must look like. It bears very little resemblance to the gold and silver boom town it must have been ten or twelve years ago. There are several large mansions—no doubt belonging to the miners who struck it rich—which look like they could use a coat of paint about now. The conductor tells me that there was a tremendous amount of money in this town a dozen or so years ago, but the silver crash ended much of that. Still, there are producing mines here, and Georgetown is a very lively, very attractive little mountain community.

There's just a few minutes to grab a bite to eat at the Silver Plume "pavilion" before we board our next train for Mt. McClellan. But let me tell you, that trip over the Loop was a fantastic experience. First the train headed straight west from Georgetown on a pretty steep grade, and we passed under the High Bridge about 20 feet above Clear Creek itself. After about a quarter mile, we began to curve north, all the time going up, and crossed the creek on a small bridge. By the time we rounded this curve, we were headed straight back to Denver (east) and were substantially higher than we had been on the track we could see below us. We backtracked toward Denver for another quarter mile or so, and then we were on the High Bridge. This bridge, when you look at it from Georgetown, seems so spindly that you wonder if it can support one car, let alone a whole train. But when you pass under it just west of Georgetown, you realize how sturdy it really is.

From end to end, the bridge measures 300 feet. It rises 75 feet above the track we first came over, and a little more than 95 feet above the creek below. In just about a mile, we had already risen over 300 feet—the elevation on the bridge deck is 8,772 feet.

The engineer stopped the train just before the last of our coaches reached the north

L.C. McCLURE, DENVER PUBLIC LIBRARY WESTERN HISTORY DEPARTMENT



ON THE SUMMIT of Mt. McClellan our Argentine Central train with two C&S coaches pulled right up to the end of track at an elevation of 14,007 feet!

abutment of the bridge, and the conductor invited those of us who desired to walk out onto the bridge ahead of the engine. I was the only passenger who did, and we posed—with everyone else back by the last coach—for a picture. While we were stopped, the conductor told me that there had not been a single serious accident (aside from one or two derailments) on the bridge or on the whole Loop section in the 24 years it had been in operation.

He told me a couple of other interesting things, too. He said that when the bridge was first built—it took over two months to assemble—it was put up completely *backwards*! It had to be torn apart and completely re-built. He also said the biggest problem the railroad had had in the entire Canyon was wind. In February 1884, before the Loop had been built, he said that a hurricane-force wind lifted an entire train—locomotive, tender, and three cars—off the track. Still, although there were some injuries, no one was killed.

After we reboarded the train through the last car, we proceded across the bridge. It seemed to me that we were staying at a pretty consistent elevation above and to the south of the stream, but after about a mile, we suddenly crossed it again, this time on a bridge built from an old turntable. The conductor said the grade here is three percent, while the river is about six percent. A couple of hundred yards farther on, we negotiated a quick curve and crossed back over Clear Creek again.

I leaned out of the coach as far as I could as we crossed this bridge and saw an imposing stretch of track which, although straight, appeared to go uphill at an alarming angle for a considerable distance. Our engineer put his little engine to a real test which caused it to spew out great clouds of black smoke, and when he blew the whistle at the "peak" of the incline, we could all hear the shrill sound echo off the canyon walls.

We rounded yet another curve which had us looking back toward Denver briefly, then embarked on the last mile of our journey on the Loop Line. Now more than 9,000 feet above the sea, our train hugged the mountainside on the south side of the valley as it worked higher and higher toward Silver Plume. Along this stretch, many of the Aspen and Pine trees have grown together at the top over the tracks and thus form a natural tunnel of trees for the train.

Silver Plume is no less attractive than Georgetown, although smaller. It looks more like a mining camp, too—still an occasional tent and many buildings without paint. It is, in all, a picturesque little place. The pavilion itself is surrounded by trees, creating an altogether pleasant scene.

When we got to the pavilion, one of the strangest looking locomotives I have ever seen was sitting on another track puffing wispy clouds of white smoke impatiently. I learned that this was the engine with which the Argentine Central would carry us to Mt. McClellan. Called a "Shay" engine, its pistons are all on one side. When it's moving, it's like observing the inside of a clock. I'm told that it's operating system consists entirely of gears, which enables it to handle much steeper grades than the regular style engine we just arrived from Georgetown on. I'm not so sure, though, and what little track I can see from the pavilion up the mountainside looks incredibly steep.

Well, funny-looking or not, that little Shay performed like a trooper. It got us to Mt. McClellan and back in fine order, and now we're nearly back to Golden, with still a little daylight showing in the sky.

The view from Mt. McClellan is as impressive as anything I've ever seen. We were told that we would be able to see over one-sixth of the state of Colorado, and we did. And, by the time we got there, I was glad I had on a suit jacket. The air was chilly, and despite the month, there was actually a snowbank some five feet deep at the summit. We also toured the first silver mine in Colorado at the terminus. It's called the "Ice Palace" now because water seepage in the shafts has created a network of beautiful ice crystals.

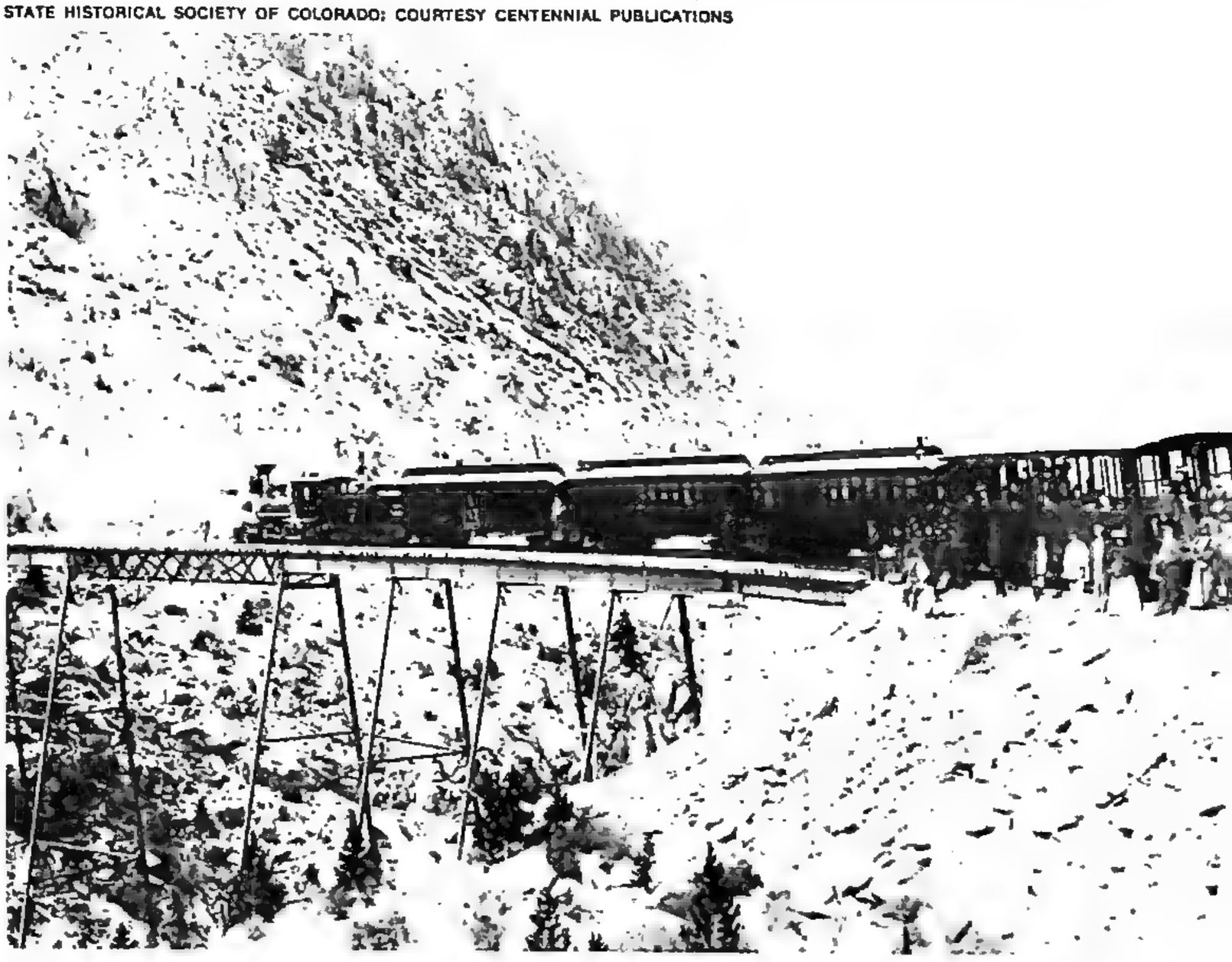
To get to Mt. McClellan, we rode behind our little Shay up and over Leavenworth mountain, the southern boundary of Silver Plume. We switched back several times—which has prompted them to call this the "Stairway to the Stars"—and reached an altitude of 10,000 feet very quickly.

Once over the mountain top, the track levelled off and we found ourselves in an Alpine-like valley called the "Argentine district," after which the railroad is named. This beautiful valley nearly two miles high is among the world's greatest producers of silver. We stopped briefly in Waldorf, the only village in the district, to take on water and, that done, proceeded uphill still more to complete the 16-mile trip to Mt. McClellan.

Beautiful as it may be, I can't see much future for the Argentine Central. Like the C&S, it was built mainly to provide a low-cost way of getting ore out of that remote area. The line was extended on to Mt. McClellan as a tourist attraction—it is, after all, the highest railroad in North America. But the trouble is that, for all the expense incurred, regular tourist travel is possible for only about ten weeks a year because of the unbelievably heavy snowfall. The same is basically true of freight, although we were told that trains can sometimes get through with some freight in the early spring. Besides that, the fellow who owns this road (a former preacher named Edward Wilcox) refuses to allow his trains to operate on Sunday, which means he misses the heaviest tourist day of the week. In all, I'd say the line won't last beyond another five years—a shame, considering its natural beauty.

I'd expected a fairly quick ride back down the Canyon from Silver Plume, but our friendly conductor informed me that trains often went downgrade more slowly than up because, with a continuous downgrade of such a distance, it's far too easy for the train to build up enough speed to run away. Consequently, the engineer has to keep a really close eye on things.

STATE HISTORICAL SOCIETY OF COLORADO; COURTESY CENTENNIAL PUBLICATIONS



WE MADE A PICTURE STOP on the way back down, and if you look closely you can see me standing out in front of the engine. None of the others on that train would walk out there with me.

Back in Denver, I have to admit that this has been, without a doubt, the most pleasant day of the whole lot so far. It seems almost a shame to have to go back into that convention and mingle with the cigar-smoking politicians again. I could write a lot better story about my day on the Colorado railroads than I can about political conventions, but I'd better not—my editor doesn't know where I was today. But speaking of politicians, you'd better excuse me now. I'd best get over to the press room at the convention center and find that little lady. I've still got a story to write about Bryan's acceptance speech.

Return of the Georgetown Loop

A 2-8-0 still fights its way up to Silver Plume. **by Gary Morgan and Jim Boyd**

GARY MORGAN COLLECTION

IN MAY 1941 C&S 2-8-0 No. 69 worked its way backwards through Idaho Springs with the dismantling train. Within another month the entire Clear Creek line would be nothing more than a memory.

The Clear Creek line, as it was generally called, continued as a C&S branch until 1941, when the railroad yielded to the onslaught of the automobile as well as to the virtual cessation of mining activity in the Georgetown-Silver Plume region. The Loop itself went first—it was dismantled in 1939. The last train to run in Clear Creek Canyon delivered two donated locomotives (one to Idaho Springs, the other to Central City; they remain in those towns today) on May 4, 1941. Track crews began tearing up rails the next day.

The Argentine Central was less fortunate. It lived a bit longer than our fictional friend in the preceeding article forecast, but not much. Begun in 1906, it was the highest railroad on the North American continent, as well as the only railroad in perhaps the world which refused to run on Sunday. The Argentine Central used only Shays for motive power and, in later years, a few specially constructed motorcars. Its twelve stormy years included receivership in 1915. The line closed down in 1918.

Today, part of the Georgetown Loop is running again. In 1975, for the first time in 36 years, a train ran in the valley between Georgetown and Silver Plume. A summer operated concession owned by Lindsey Ashby in conjunction with the State Historical Society of Colorado, the Loop line has been rebuilt on the original grade from Silver Plume to the south abutment of the High Bridge. Plans call for rebuilding the High Bridge, as well as the reconstruction of a mine, a crushing mill and other structures relevant to Colorado's mining history.

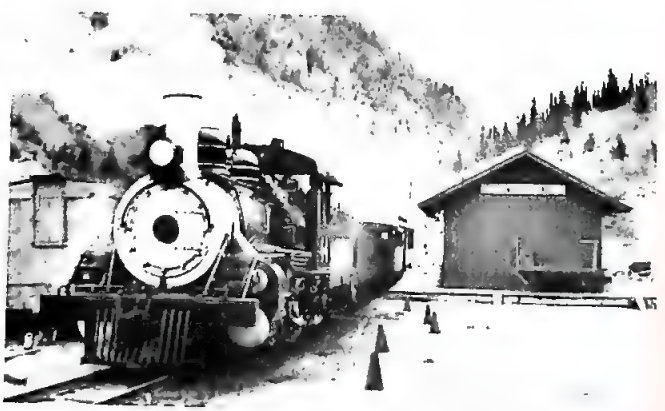
Mr. Ashby's company started into the Colorado tourist railroad business in 1968 with the Colorado Central Narrow Gauge Railway at Central City. Its first motive power was a pair of outside-frame 2-8-0's acquired from the International Railways of Central America in El Salvador and has since added a pair of ex-West Side Lumber three-truck Shays. The two 2-8-0's (40 and 44) and one of the Shays (8) are now at the Georgetown operation, while West Side Shay 14 handles the work at Central City.

Mr. Ashby and the State Historical Society of Colorado are presently soliciting donations for the rebuilding of the High Bridge which will permit them to complete the entire Loop line down to Georgetown. Trains presently make the Georgetown station stop at the south abutment of the High Bridge, with passengers reaching the train from the depot by way of a stairway. Once funding has been achieved, Mr. Ashby estimates that it will take about two years to complete the bridge and reach Georgetown with track. (Anyone wishing to contribute to this worthy restoration may contact the State Historical Society of Colorado at 1300 Broadway, Denver, CO 80203.)

In addition to the High Bridge project, negotiations are under way to acquire the first 3½ miles of the old Argentine Central right-of-way from Silver Plume to Pavilion Point, although they have no definite commitment at this time. Completion of the High Bridge and the full Loop plus the return of the "Argentine Central" Shays to Pavilion Point could go down as one of the most remarkable historical restorations in Colorado rail history, especially when one considers that all track had been completely torn up since 1939.

With the two 2-8-0's, a Shay and an ex-Oahu Railway GE diesel presently on the property and the Loop line in service from the south end of the High Bridge on up to Silver Plume, today's Georgetown Loop has already become a successful tourist railroad and is very much worth a visit. The trains run daily from Memorial Day through the last day of September, with hourly departures from Silver Plume from 10:00 a.m. to 5:00 p.m. and Georgetown from 10:30 a.m. to 4:30 p.m. The little engines sound as good today struggling upgrade to Silver Plume as they must have in 1908!

TWO PHOTOS: JIM BOYD



A BALDWIN 2-8-0 from El Salvador now hauls tourists over the restored Georgetown Loop line. One bridge (left) was made from a turntable.

Interesting Railfan

Number 195: Charles E. Winters

BY FREEMAN HUBBARD

They met on the Santa Fe *Ranger* en route from Chicago to Kansas City on Labor Day weekend of 1946. He was PFC Charles Edward Winters, age 19, a lanky six-feet-three-and-a-half-inches with a friendly grin. He was assigned to the Chicago Quartermaster Depot in the Veterinary Detachment, where he inspected packing-house products bought by the U. S. Army. She was Ann Kathryn Pollard, 19, a recent college grad with soft brown eyes and lustrous brown hair. Ann had a grandfather employed as a Burlington Route conductor, while prior to his Army hitch Charles was a Santa Fe switchman who made a hobby of railway history and locomotive photography.

Their first meeting was not quite accidental. An Army buddy had accompanied Charlie, and as the two fellows climbed into a coach well in advance of boarding time, a redcap tipped them off that two personable young ladies were to be riding in that car. "I just took their bags in," he said. "Would you boys like me to put your overnight cases in the same facing seats?"

It didn't take the four young people long to get acquainted, and their conversation was pretty much what you or I would have talked about under similar circumstances. The following evening at Kansas City, Ann's home town, Charlie took her to a movie.

A few weeks later Charlie completed his Army service and went back to his switching job in Kansas City. He married Ann on May 24, 1947, at Westport Presbyterian Church, which she had attended since childhood. They have three children, now grown up: Charles Edward Jr., Carolyn Ann Poulin and Christine Elaine.

Ann's father had an adventurous career that included logging in Louisiana, being a riverboat pilot on the Mississippi, a salesman of real estate and wrought iron pipe, and a journalist. Ann is more conservative, though, rather quiet and reserved, a medical technologist working in microbiology.

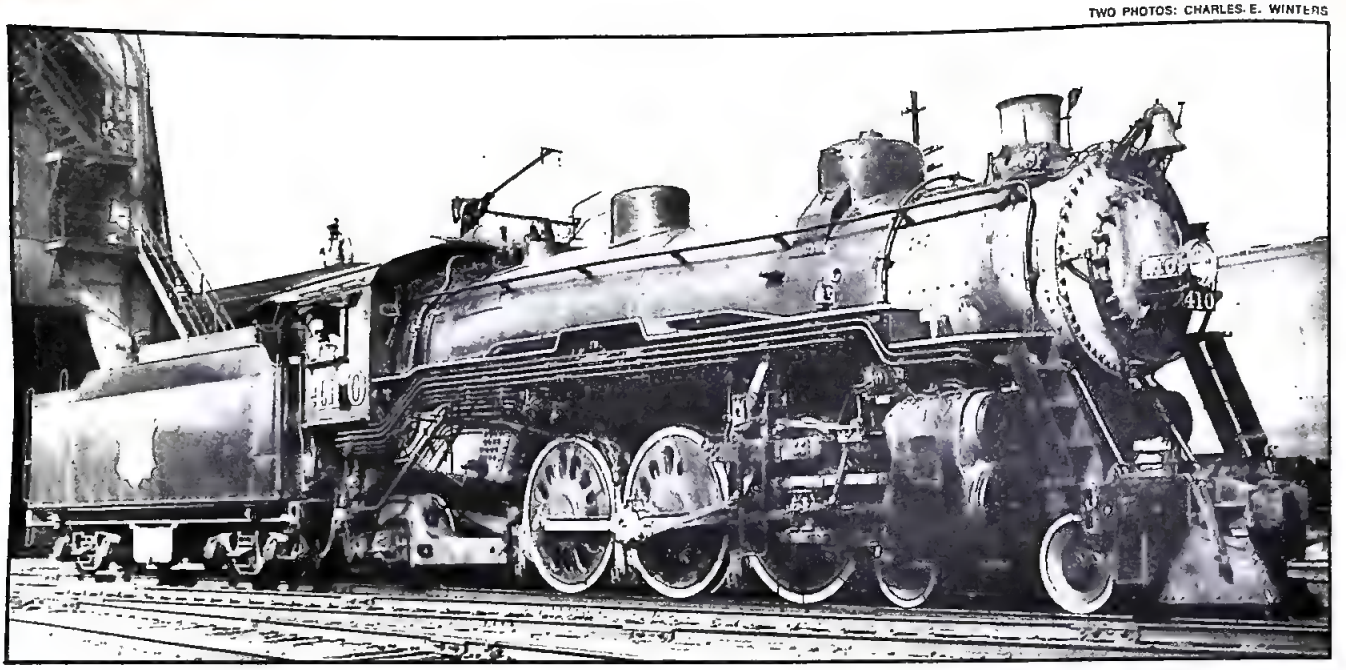
"Although we have some traits in common, particularly a love of good music," our subject tells me, "she is not a railfan but accepts my hobby as my means of self-expression. She is a charming hostess to fellow railbuffs visiting our home. She seldom goes with me on engine picture jaunts, primarily because I made many of my photos on my switching job."

Ann tells me, "On our honeymoon in the Ozarks my husband met every train that dered how he'd make it back to the coaches before our train left a wayside depot, since he'd disappear to take pictures at each stop along the route. As steam locomotives became harder to find, we took a vacation by automobile to Florida but drove along a zigzag route to include visits at gravel pits and to photographing steamers in operation. Far from resenting his hobby, I have met many interesting people through it."

Charles Winters was born March 8, 1927, at Fort Smith, Arkansas, a good railroad town. He was the only son of a tire-store owner, but his father's parents raised him after his parents were divorced in 1934. Early in the 1900's his grandfather, a wagonmaker by trade, had worked on the old Fort Smith, Poteau & Western, which served coal mines. "Grandpa liked railroading," Charlie recalls, "and often took me to see

CHARLIE WINTERS runs a steam locomotive on weekends today at the Worlds of Fun park (above), but back in 1948 he was a brakeman on the Wabash and posed (below, center) with 0-6-0 556 and crew in Kansas City.

TWO PHOTOS: CHARLES E. WINTERS



A MOST PRIZED PHOTO is this one of M-K-T Pacific 410 at Kansas City. The terminal hostler had repeatedly admonished young Charlie to stop trespassing in the area, but he sneaked this shot one morning on his way to work. The following week, a gift of this print to the hostler made it not only possible for him to take pictures at will but to also get locomotives spotted on occasion. A little consideration can accomplish a lot. Although he concentrated on engine "portrait" shots, Winters did shoot action, such as MOP 2-10-2 1723 (**right**) in Kansas City in 1952.

trains. I regret not having been fortunate enough to live all my days when the railways enjoyed a nearly complete monopoly in transportation."

In 1944 our Interesting Railfan hired out as a switchman on the Santa Fe. Four years later he moved over to the Wabash, where he was switchman and yard conductor and is still "bending the iron" under Norfolk & Western management. "It is always a thrill to lead a yard drag through the maze of trackage in Kansas City," he says, "but for me, at least, much of the excitement and the sense of accomplishment vanished with the passing of the steam locomotive."

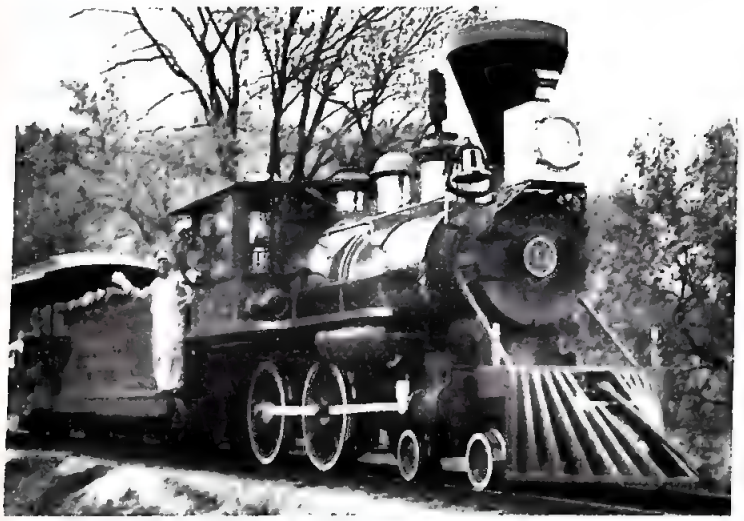
Cliff B. Shirley of Prairie Village, Kansas, comments: "When Charlie goes to work he looks like a railroader and not like a hippie playing golf. He has the best manners of anyone I know, reminding me of a classic gentleman in the Old South. His combined office and photographic darkroom is well organized with everything where it should be. He would make an ideal official for a railroad that maintains its property well and whose aim is to render good transportation, but he couldn't stand the job under a boss dedicated to penny-pinching and job-cutting."

According to Charlie, there is much indifference and inefficiency among railroad employees. "Aside from a sense of personal satisfaction," he says, "there is little reward today for a job well done by members of operating personnel. Efficient and economic railway operation is often impossible with directions coming from an inexperienced management which has no idea of what constitutes work."

I asked Charlie: "When did you first see *Railroad* Magazine?"

His answer: "As a high-school kid I met Fort Smith locomotive photographer Jack Avery, who was one of your subscribers. Jack let me read his copies of *Railroad*. They became my window on the world of railroads. Your *Engine Picture Club* and *Switch List* gave me sources for photos of engines in distant places. The fiction and factual stories of such men as John Johns, E. S. Dellinger, Gil Lathrop, Harry Bedwell and Clifford Funkhouser lured me into wanting and getting a

LOUIS A. MARRE



THE FAMILY PORTRAIT shows Charlie, Christine and wife Ann with son Charles and daughter Carolyn behind. Charlie runs the 4-4-0 "Eli".

railroad job. They may not be classic literature except in the broadest sense, but reading those tales gave me many happy hours. Incidentally, one of Ann's Park College classmates, with whom we still keep in touch, is married to a nephew of the late Joe Easley, *Railroad*'s famous artist for more than 40 years."

Charlie goes on: "Like Jack Avery, my primary effort has been to shoot steam power. I would carry my Kodak Monitor on the job and often expose an entire roll of film on a single engine. To a lesser extent I would also snap depots, rolling stock and trackside installations. I traded my duplicate negatives with other collectors. I have also purchased many negatives. I prefer stills, good definitive views of subjects rather than action or 'arty' interpretations. The less background an engine picture shows, the more I like it."

His complete list of his collection, dated March 1, 1977, consists of 30 full typewritten pages. Charlie's pet road is the Fort Smith & Western, which suddenly closed down when he was twelve, and he has done considerable research on it. After graduating in History from the University of Missouri at Kansas City in 1971, he wrote a history of the FS&W for his Master's thesis but hasn't submitted it yet. A recent publication of the Oklahoma Historical Society, Volume VII in the *Oklahoma* Series, carries his account of the FS&W, 1915-1923. The Fort Smith Historical Society plans to publish his chronicle of the Fort Smith Light & Traction Company.

"I often saw the FS&W operating headquarters in Fort Smith, complete with shops and repair facilities," he tells us. "One morning in 1932 Grandpa Winters took me to observe arrival of the final FS&W sleeping-car service from Oklahoma City as it pulled into Fort Smith. It was a sad occasion. The remaining passenger service amounted to a coach and a baggage-mail combine coupled behind a nightly manifest freight train."

A man who has known Charlie Winters for well over 30 years and considers him "one of my very best friends and the most pleasurable and honest guy you'd ever want to know," is Harold K. Vollrath of Shawnee Mission, Kansas, a former train dispatcher and now director of labor relations on the Kansas City Southern.

"Seventeen years ago," writes George C. Drake, Sr., a Norfolk & Western roundhouse foreman and locomotive photographer of Moberly, Mo., "when I held a relief foreman's position at what was then the Wabash's North Kansas City roundhouse, fellow employes saw me taking engine pictures and said I should get acquainted with a switchman named Charlie Winters, who had quite a photo collection. This I did, and, as a result, increased my own collection of Wabash prints. I also found him well versed in history of the Wabash as well as railroading in general and eager to share his knowledge."

Charlie also makes a hobby of 19th century Italian opera. He and his wife like to go to such performances. Both of them as youngsters played the violin. His library includes many books about railroad history, opera and composers, plus a large record library. He listens to opera records while printing his negatives. Moder stuff he doesn't care for. "Like the great age of railways," he says, "most of the finest art and music came before my time." He has very little interest in sports, but he and Ann often travel throughout the U. S. Now that the children are grown up, they plan to visit Europe.

Ann tells me: "Charles is always ready with words of encouragement to make me feel wanted and needed. He is a doer, with not enough hours in the day to accomplish all the things he plans for, but he really spoils our little dog Sybil. Life has been good and we look forward to many satisfying years."

The work and leisure hours of our Interesting Railfan don't always coincide with those of his wife. Seven or eight times a year she devotes busy weekends to professional work for her employer, and three evenings each week during the summer Charlie moonlights as engineer on the train at Worlds of Fun amusement park, which is located about three miles from their home in Kansas City. The engine he pilots is a Crown Metal Products 4-4-0. Says he: "It's a pleasant diversion to one who, like myself, has always wanted to be engineer on a steam locomotive."

He is member of the Railway & Locomotive Historical Society and enjoys its well-edited periodical, *Railroad History*. He belongs to the United Transportation Union and the Association of Recorded Sound Collectors and holds a life membership in Phi Mu Alpha Sinfonia men's music fraternity. Politically he is a Democrat and religiously a Presbyterian.

Lloyd E. Stagner of Newton, Kansas, author of *Steam Locomotives of the Frisco Line*, states: "Characteristic of Charlie Winters is his thoughtfulness in furnishing photos and information to anyone writing a railroad book. I met him about four years ago when I visited Harold Vollrath, at the personnel office in the KCS Building in Kansas City. I'd never expected a total stranger to open up his collection to me, but Winters did, supplying me with other material besides. Incidentally, I began reading *Railroad* Magazine in 1931, when I was eight years old. It led me to become a railfan, eventually to getting a job on the Santa Fe and meeting rail-oriented men such as Vollrath and Winters. During the Depression of the 1930's, it was the only publication available to let us know there were other fellows with interests similar to our own."

Arizona's Apache Railway

V. J. GLOVER

The Apache Railway has an all-Alco roster painted in Bicentennial colors to serve Arizona's prosperous logging enterprises.

by Ronald W. Keller

WITH ADDITIONAL DATA FROM VERNON J. GLOVER AND JOSEPH P. HEREFORD, JR

For 60 years there's been a tough short line railroad serving the logging and lumber industries of northern Arizona: The Apache Railway, a 72-mile common carrier that runs south from the Santa Fe main line at Holbrook to McNary, high in the wooded White Mountains where the 7200-foot elevation assures a cool climate and enough moisture to sustain the ponderosa pines.

Initially just a logging railroad, the Apache now serves the needs of a variety of customers. The headquarters and engine terminal for the Apache are located 16 miles west of Snowflake near the Southwest Forest Industries' newsprint and linerboard mill that is the railroad's biggest customer.

The terminal, located just east of the paper mill, has modern offices and repair facilities

THE APACHE RAILWAY painted their diesels silver with red trim—as the units at McNary in 1963 (top) show—but switched to red, white and blue in 1976, as on these Alcos at Snowflake in 1977.

RONALD W. KELLER

for all diesel and rolling stock maintenance. The headquarters was moved out to the mill from the town of Snowflake in 1974, but prior to 1971 both the headquarters and engine facility had been at the Southwest Forest's sawmill in McNary—the old roundhouse can still be seen there today. Incidentally, Snowflake is a prosperous Mormon town reputedly named after two early settlers, Erastus Snow and William Flake.

Founded in 1917 as the "Apache Railway Company," it was built to serve the Apache Lumber Company, a new sawmill incorporated that same year at Cluff Cienega, later called Cooley, 72 miles south of Holbrook. Construction started shortly after incorporation and land acquisition of right-of-way, and when completed in 1920 the railroad became a common carrier. Since the lumber mill was the only business it served, it was not a profitable line on its own at that time. In 1924 the W.M. Cady Lumber Company of Louisiana purchased the mill and railroad and changed the name of the mill site from Cooley to McNary.

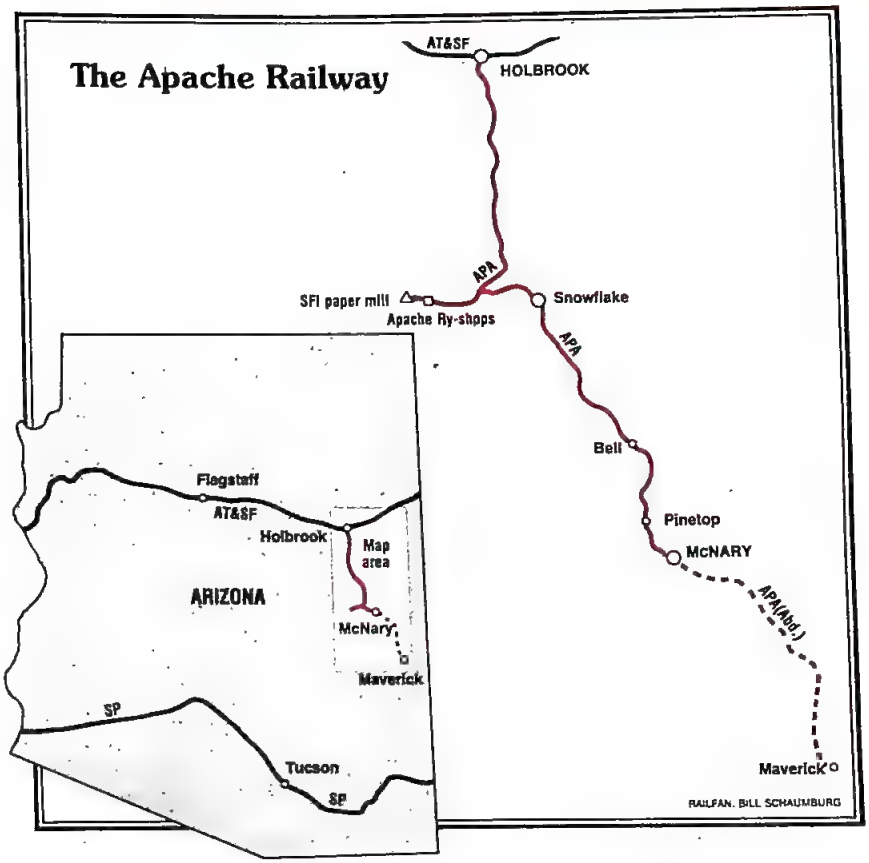
In the early years of the Depression the parent company and the Apache Railway went into receivership, not coming out until 1935. The name of the company was changed to "Southwest Lumber Mill, Inc.," while the railroad was changed to "The Apache Railway Company." In 1959 the parent company changed its name again to "Southwest Forest Industries" symbolizing its diversification into paper products with the construction of the Snowflake paper mill. A new era of growth and prosperity began for The Apache Railway after the paper mill opened in 1961.

The lumber mill acquired rights to cut timber east of McNary in early 1946 on the Apache National Forest and Fort Apache Indian Reservation. Therefore, it constructed a 67-mile logging railroad east (and then south) to the south side of the White Mountains and established the town of Maverick in 1947. This part of the railroad brought logs to McNary until the early '70's when the Indians withdrew permission for Southwest Forest to harvest reservation timber. The logging portion was retired and the rail and ties completely taken up in 1976.

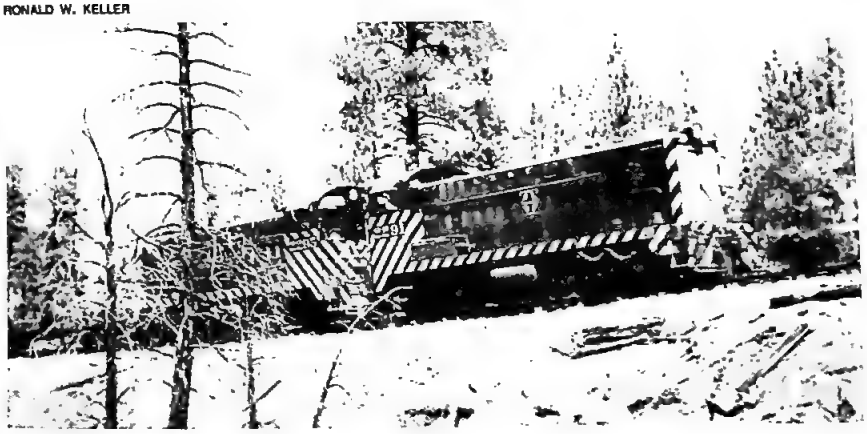
The railroad, as it exists today, has 84 miles of main line track and six miles in storage. Forty miles of the main line is between Holbrook and the terminal. The remaining 47 miles run between the terminal and McNary. The main line has ballasted tracks, 131-pound rail and treated ties with a maximum curvature of six degrees and maximum grade of two per cent. There is a two per cent grade at Pinetop Lakes, near Pinetop, Arizona, and there are several six degree curves scattered along the main line.

The Apache Railway is a wholely-owned subsidiary of the Southwest Forest Industries, which owns all of the common stock, except the qualifying shares of the directors. About 75% of all incoming material and outgoing finished products of the paper mill is provided by the railroad. Some of the cargos include chemicals, coal, pulpwood, wood chips, logs, lumber, tall oil, turpentine and paper. The railroad brings feed to the Snowflake Pig Farm, hauls material for the Salt River Project plant and power lines, and has been hauling iron ore for the CF&I steel mills of Pueblo, Colorado. The Apache has interchange and joint facility agreements at Holbrook with the Santa Fe.

The Apache's first new locomotive was a



RONALD W. KELLER



SOUTHWEST FOREST INDUSTRIES leased engines from the Santa Fe to handle the increased business until the three RS36's were bought in 1962. Santa Fe DS4-4-1000's 2291 and 2295 were working a log train on the Maverick line on May 2, 1962, in their old black and silver zebra stripes.

Apache Diesel Roster

Number	Model	Builder	Date	Notes
100	H10-44	FM	10/1947	Bought new, sold Kyle Enterprises 1978.
200	H10-44	FM	10/1948	Bought new, sold Kyle Enterprises 1978.
600	S12	Baldwin	6/1952	Bought new, scrapped 1978.
700, 800, 900	RS36	Alco	9/1962	Bought new, in service.
901-903	RS11	Alco	1959	Former SP 2921, 2925, 2929 respectively, acquired in 1976.
904	RS11	Alco	1959	Former SP 2930, acquired 1978.

Roster compiled by Jim Boyd from *Pacific News, Extra 2200 South.*

THE CREWS PREFER the low-nose RS36's, and as a result they are usually found in the lead of any motive power consist. The three RS36's and an RS11 were on the job to Holbrook (below) on July 15, 1975, where they met a Santa Fe local with an F45 in the jointly shared interchange yard.

90-ton Baldwin Mikado, No. 300, bought in 1919. Churning along on tiny 48-inch drivers, the 300 was the workhorse of the line and served well until retired in 1950, the last year for any Apache steam. From its inception the Apache has been the home for second-hand steam power, mostly 2-6-0's, 2-8-0's and a couple of Mikados, acquired from the Santa Fe or other logging lines. The road's last three steamers were the 300; a classic Santa Fe 2-8-0, No. 400; and a former C&IM 2-8-2, No. 500. A small Santa Fe Mikado, No. 895, was used primarily between McNary and Maverick before it was sold to Mexico—a fate which befell most of the latter Apache engines.

The Apache's diesel era began in 1947 with the purchase of No. 100, a Fairbanks-Morse 1000-h.p. H10-44 switcher. Another of the same type, No. 200, appeared in 1948 and was followed by No. 600, a Baldwin S12 switcher, in 1952. All three diesels were able to run in multiple and did so often, especially when plowing snow. The peculiar sequence of numbers is explained by the fact that the road's last three steam locomotives were the 300, 400 and 500.

The three switchers handled the Apache's traffic until 1962 when the added business from the Snowflake paper mill was felt. After leasing several Santa Fe switchers—including Baldwin DS4-4-1000's—the Apache purchased new three Alco 1800-h.p. RS36 road switchers, built in September 1962. They were fully modern locomotives with low noses, radio, m.u. controls and reinforced frames for plowing snow. They were numbered in the expected sequence of 700, 800 and 900. After their arrival the Baldwin was transferred to the Snowflake paper mill, but the two FM's remained in service. (The Baldwin sat unused for over a decade at Snowflake before being scrapped in August 1978.)

In 1976 the Apache acquired three RS11's from the Southern Pacific (2921, 2925, 2929) and numbered them 901-903 respectively. In July 1978 the Apache got a fourth high-nose RS11, SP 2930, which became 904.

The paint scheme on the Baldwin, FM's and RS36's was initially silver carbodies with red cabs, frames and end striping with additional diagonal yellow stripes on the frames. As the engines needed repainting the silver was replaced with white, resulting in a scheme that didn't take much in 1976 to be converted to Bicentennial colors. The Apache got the Spirit of '76 in a big way and converted its entire roster to a permanent red, white and blue standard by adding red and blue panels to the long hoods.

The Apache's engineers prefer the low-nose RS36's for their greater visibility and better riding qualities, so they are usually in the lead of any motive power consist.

THREE PHOTOS: RONALD W. KELLER

In July 1978 the Apache sold its pair of FM switchers to the South Central Tennessee Railway Company which put them to work on a former-NC&StL branch between Dickson and Hohenwald, Tennessee.

Ironically, although the Apache has been fully dieselized since 1950, there has been considerable steam activity on the railroad in the past decade. Mr. Reed Hatch set up his White Mountain Scenic Railroad on the Apache in the late 1960's running from McNary out onto the Indian reservation on the line to Maverick. For motive power he had two Mikados, No. 36 from the Sierra R.R. and No. 100 from the Santa Maria Valley.

When the Maverick line closed down, the White Mountain operated a couple of segments north of McNary but ultimately closed down in 1976. The two locomotives have recently been sold to the "Heber Creeper" at Heber City, Utah, and the coaches are also being sold off.

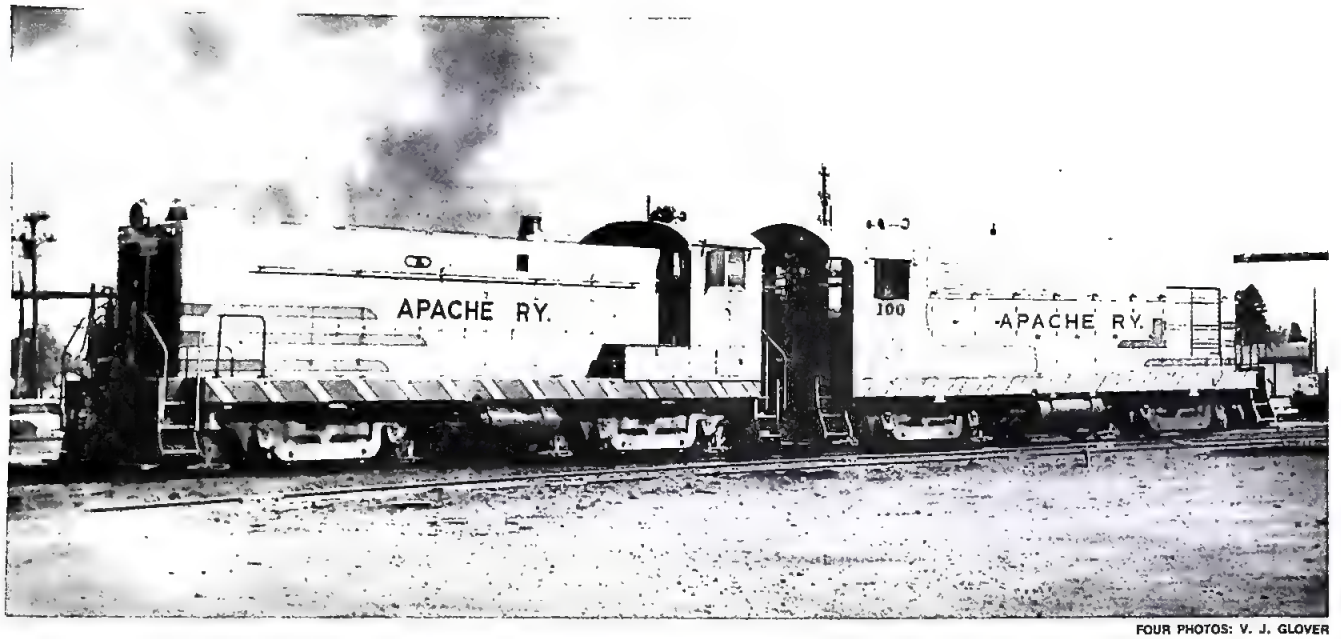
The paint scheme on all freight rolling stock is process blue and white. The railroad has 640 rail cars, including a fleet of 250 new box cars, 100 new wood chip cars and 70 new coal cars which are leased to Southwest Forest. They also have older wood chip cars, pulpwood and lumber bulkhead flat cars, log cars and some maintenance cars. As the trains enter the yards there is a computerized automatic weighing station which weighs the cars as they pass over the scale at about three miles per hour. Trains both leaving and entering the yard are weighed - even empties. As the train passes over the scale each axle is weighed. Through the computer the axle weights are combined and printed-out, showing the weight of each car. This is a rather sophisticated weighing station, not as accurate as scales that weigh stationary cars, but it serves its purpose.

One train per day, seven days a week, leaves from the Snowflake paper mill junction for the railhead at Holbrook with an average of 63 cars. When traffic is heavy, two trains are required. Each train gets four or five Alco engines with a crew of four (one engineer, two brakeman and a conductor). The day crew usually reports for duty at noon at the terminal. They board the engines, check out the air system and then proceed to the paper mill junction to do about an hour's worth of heavy switching to make up the daily train. At about 1:00 p.m. the train starts across the weighing station. When the train clears the weighing station it must have clearance from the terminal before proceeding to Holbrook. Although The Apache has a caboose, it is rarely used on the daily trains. The trip to the railhead takes about two hours, depending on the number of cars in the train and the number of times they have to use their dynamic brakes. The drop in elevation between the terminal and Holbrook is about 850 feet. The return trip takes about two-and-a-half hours because of the upgrade and the usual larger load leaving Holbrook. The return train seldom needs to use the dynamic brakes.

The evening train crew arrives at the terminal about 10:30 p.m. Their normal assignment is to take a load of logs and other cars to McNary, three to five times a week, depending on the need. Usually two Alco diesels are required for this duty. The train arrives in McNary in the early morning hours where they do switching at the mill. They arrive back at the terminal in the late

U.S. FOREST SERVICE: E. S. SHIPP

THE OLD McNARY MILL looked like this in 1924. From left are the slash burner, engine house, sawmill, powerhouse and new sawmill. Today's Snowflake mill (below) looks quite different.



FOUR PHOTOS: V. J. GLOVER

morning. Sometimes the evening crew makes the second run to Holbrook to bring back all the cars the first train could not handle.

The mill train crew consists of an engineer and one brakeman on each of three daily shifts. The mill train crews are employed by the mill, not the railroad. These men take turns working each shift one week and then moving to the next, being on day shift every third week. This is very heavy switching and one Alco is required.

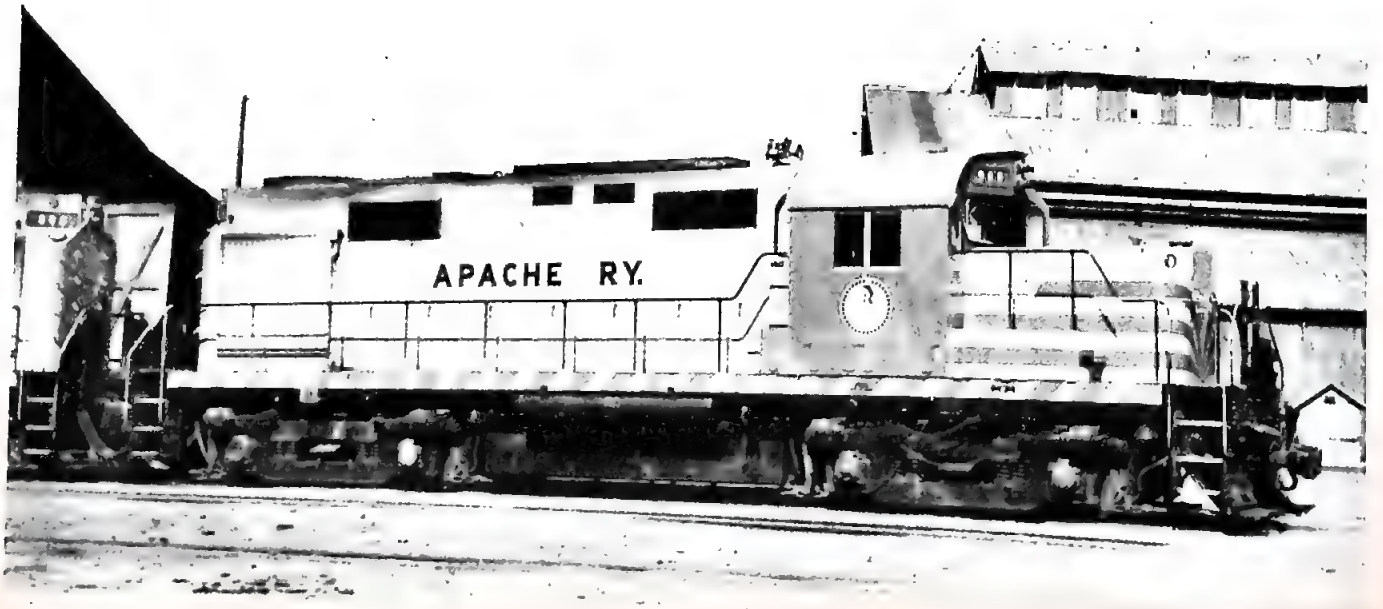
There are several sections in the mill for switching: the finished paper section, reprocessed paper section, chemical section, log section and the wood chip section. The crew is called to any section by radio. Then all loads have to be switched at the paper mill junction so the Apache Railway crews can make them into longer trains using multi-engine consists.

All railroad train crews are members of the United Transportation Union, and some live in the Pinetop area, while others commute from Snowflake, Heber or Holbrook. To be a member of the train crew one usually serves a tour of duty in the maintenance shops and waits for an opening on one of the crews. Usually the openings come on the night shift, because the openings on day crews are filled from night shift. Some railroaders are second and third generation Apache Railway employees. The maintenance of way personnel belong to the AFL-CIO Sawmill Workers Union. Shop and office personnel are not unionized.

Fuel for the diesel locomotives is brought in by rail at the rate of two tank cars per month. There is a supply of 25,000 gallons maintained at the terminal with an additional large supply stored at the paper mill. During the fuel crisis they had no problem obtaining the fuel needed to operate. The Apache tries to conserve fuel whenever possible. When locomotives are not in use they are shut down rather than left running, as many railroads do. During the winter months they bring the engines inside the repair shop, but when they are left outside at low temperatures they are kept running to prevent cracking of the engine blocks.

Other than occasional maintenance problems with their vintage diesel locomo-

FONDLY REMEMBERED are the Apache's switchers and red and silver colors. Baldwin 600 and FM 100 were teamed up in multiple (top) for the Maverick log run in 1963, and the RS36's were brand new. The railroad seldom uses its caboose, so scenes like this (opposite top) are only memories.

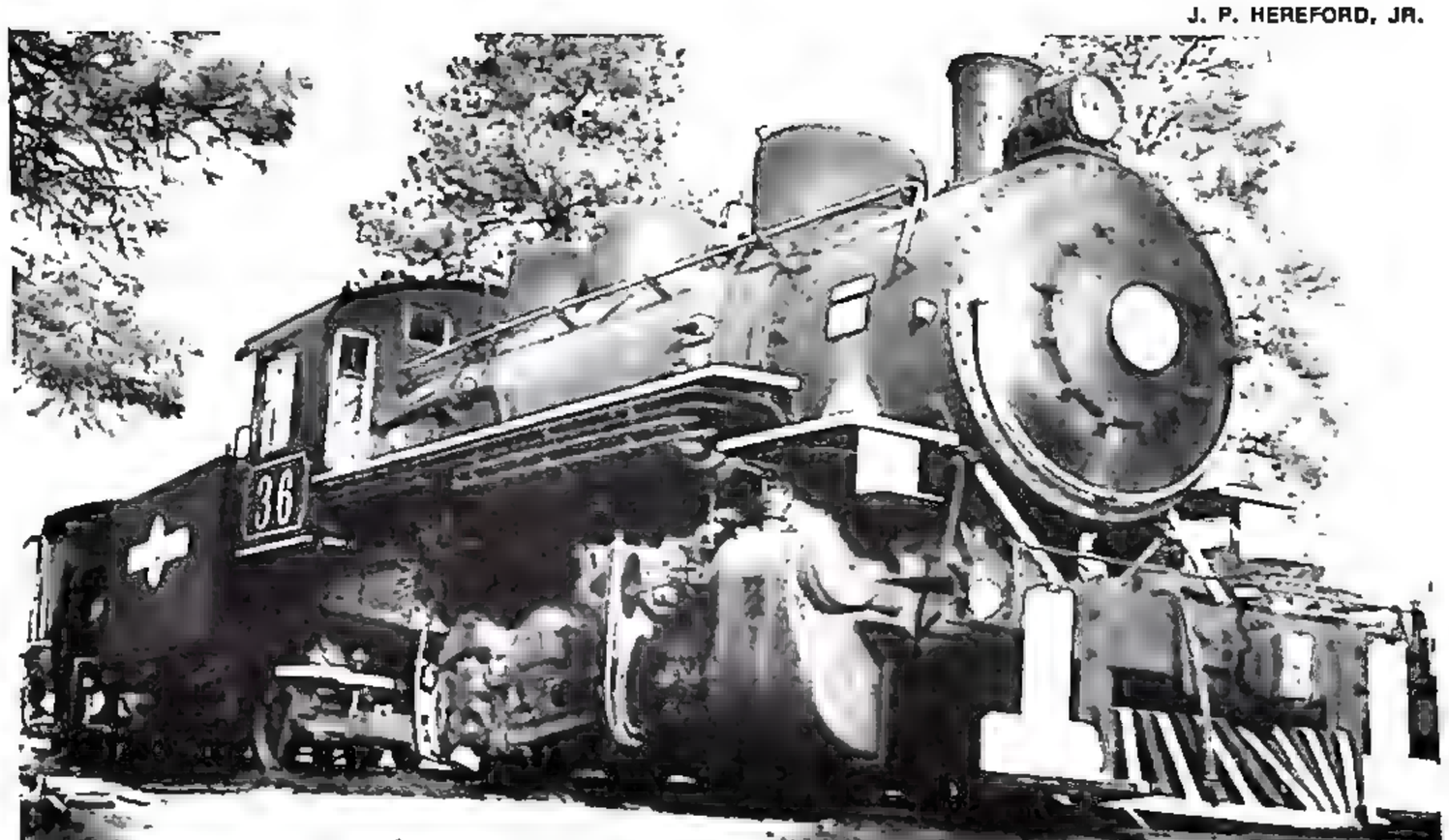


tives, the road runs very smoothly. When they first got their RS36's, the rail was in very poor condition, some of it being the original rail which was laid in 1917. The extra weight of the engines caused numerous derailments. One crew was derailed or set on the ground 120 times in a 90-day period. They now have replaced all this old rail with new or used 131 lb. rail. Occasionally they will have washouts of tracks, but The Apache has its own rail crew so operation does not halt for more than a day or two. Snow used to be a problem back when they had rail to Maverick in the mountains and were hauling logs, but it presents no problem nowadays. When snow gets heavy a large plow blade is attached to the front of one of the RS36's.

The railroad's new repair facility is very clean and has three service tracks running completely through the building. All repairs can be done at this site, with the exception of traction motors. These are removed from the locomotives and sent out for repair on a unit exchange basis. Complete diesel engine overhauls are not uncommon with the use of a ten-ton overhead crane and a larger crane out in the yards. Machine work is also done at the maintenance shop, which has the capability of handling all diesel work and repairs to at least 1000 freight cars. Flange wear on the wheels seems to be the largest machining requirement. Replacement parts for the locomotives are still being manufactured by Alco, so repairing the diesel fleet is not a problem.

The Apache Railway is one of the best and largest short line railroads in the West and is a member of the American Short Line Railroad Association. The railroad has had its bad years when it didn't realize a profit, but in the last five or six years has made money and is considered to be an excellent property. The railroad has two purposes: One is to serve its shippers and meet their needs, and the other, of course, is to make money. With the continued expansion of the parent company and the growing development of northern Arizona, the future looks bright for The Apache Railway Company.

J. P. HEREFORD, JR.



THE WHITE MOUNTAIN SCENIC RAILROAD operated over Apache rails in the late '60's and early '70's. Mikado 36 (above) came from the Sierra, while Mike 100 (below) was from the Santa Maria Valley. The operation withered when the Maverick line closed and both engines have been sold.

Camera Bag

Professional quality sound

For this issue, we'll be doing something a bit different for this column. Marc Balkin of Custom Steam Productions, Ltd., has prepared a comparison of some of the best portable reel-to-reel and cassette tape recorders that will give professional quality results, and since tape recording and photography often go hand-in-hand in the railfan world, we felt this would be an appropriate forum for the material.

Keep in mind that Marc is discussing broadcast-quality equipment for those of you who are seriously into recording and may wish to have your material commercially reproduced at some future time. Like going trackside and snapping slides with an Instamatic, recording trains with an inexpensive automatic-level cassette deck can be fun, but if you want a magazine cover or a record with your name on it, you have to go with the better equipment—J.B.

Portable recorders/ Marc Balkin

The contemporary railfan is fortunate to have a wide selection of sound equipment to choose from should he wish to devote himself to the demanding task of recording the sounds of railroading. The equipment presented in the accompanying chart represents a fairly wide range of both reel-to-reel and cassette recorders offered for sale by six different manufacturers which are available in most parts of the country and abroad. All will do a creditable job of recording most railroad sounds; some will do the job better than others. Since most phonograph record manufacturers accept only reel-to-reel masters for transfer to disc, the Nagra and Uher recorders plus the Technics open-reel deck described in Note 28 (especially the Uher 4200, since ½-track format is preferable to ¼-track, because there is no chance that print-through, or ambient sounds from the opposite side of the tape, will be audible) would be the logical choice for someone contemplating producing a record. Both machines are used by broadcast television and radio stations for sound work; the Nagra, however, with its base price of nearly $5,000, is out of reach to all but the most affluent.

There is quite a controversy among audiophiles concerning whether cassette format is approaching the sonic quality of reel-to-reel. Although most of the cassette decks listed here are fine recorders, suitable to most situations, I have found from personal experience that the reel-to-reel recorders will accept greater inputs of sound without tape saturation and distortion, permitting higher recording levels and somewhat greater flexibility in setting recording levels. The type of microphones one uses will also play a part in determining how much sound can be recorded without distortion, and while the subject of mics can fill an entire article, let me say that the frequency response of the microphones should match or better those of the tape recorder. I prefer directional cardioid-type mics for my work; omni-directional mics should be avoided because they capture the sounds from *all* directions *including* the one from which the train is approaching, which I suppose is all right if you like to hear sounds of cars and trucks, for example, behind your recording location! In most cases, the recordings made on a reel-to-reel deck will have a certain clarity not present in cassette tapes, which may or may not be noticeable to the average listener. This is primarily due to the fact that the extra 3,000 to 4,000 Hz in frequency response provides a higher spectrum of harmonics in the high frequency range, usually dubbed "presence". These sounds are only captured when the recorder operates at speeds of 7½, 15 or even 30 inches per second (i.p.s.), something not possible in standard cassette format. Additionally, splice-editing is quite easy on open-reel machines and all but impossible on cassettes.

What should you look for when purchasing a portable stereo recorder? If you do not need a broadcast-standard machine, a cassette deck is probably the best option. Most of them, with the exception of the two Sony units, have a high end of 16,000 to 18,000 kHz (according to the manufacturer's specifications; audio experts usually suggest that these figures may be somewhat lower in actual practice); these specifications are very respectable, along with Signal-to-Noise Ratios of 63 db or better. All can operate on a variety of power sources, with rechargeable battery packs being the most desirable, since a continuous expenditure for standard or alkaline batteries can mount up as the unit is being used. Maximum recording time per charge is a factor to consider carefully; when

Comparison chart of selected professional-quality tape recorders

Manufacturer Model	Format	Tape speeds	Frequency response	Signal-to-noise ratio (1)	Reel size	Speed inaccuracy	Wow & flutter	Power supply	Battery no. & size	Approx. max. recording time	Type VU meters
Nagra IV-SD	Reel	15 i.p.s. 7½ 3¾	30-20,000 kHz 30-15,000 30-10,000	74 db 71 db n/a	7" 10½" (adaptor $1372.00)	±0.1%	±0.05% ±0.07% ± 0.12%	AB, NB (2), SC (3)	12 "D"	8½ hr. continuous 18 hr. at 2 hr. per day	1
Uher Report 4200 IC	Reel (4)	7½ 3¾ 1⅞ 15/16	35-20,000 35-16,000 35-8,000 35-5,000	64 db 62 db 60 db n/a	5"	±1.5% all speeds	0.20% 0.25% 0.35%	SC (5), EC (6) AB, DB (8), NB (7), CB	5 "D"	8-9 hr.	2 (16)
Uher Report 4400 IC	Reel (9)	same	same	62 db 60 db 58 db	same	same	same	same	same	same	same
Uher CR 240	Cass.	1⅞	30-16,000	66 db*	—	—	±0.20%	SC, EC, AB, NB (10), CB	6 "D"	4-5 hr.	2
Uher CR 210	Cass.	1⅞	30-17,000	n/a	—	±1.5%	±0.20%	SC, EC, AB, NB (11), CB	6 "D"	4-5 hrs.	1 peak reading
Nakamichi 550	Cass.	1⅞	40-17,000	65 db*	—	—	0.13%	SC, SB, AB, CB	8 "D"	15 hr. SB 45 hr. AB	2
Technics RS-686 DS	Cass. (28)	1⅞	50-16,000	63 db*	—	—	0.07%	SC, SB, AB, CB	6 "C"	4 hr.	2
JVC KD-2J	Cass.	1⅞	25-18,000	66 db (12) ANRS "in"	—	—	0.09%	SC, SB, AB, CB	4 "D"	10-12 hr.	2
JVC CD-1636	Cass.	1⅞	25-18,000	66 db (12) ANRS "in"	—	—	0.08%	same	same	same	same
Sony TC-158	Cass.	1⅞	30-15,000	59 db (13)	—	—	0.08%	SC, SB, AB, NB (14), CB	4 "D"	10 hr. AB	2
Sony TC-520	Cass.	1⅞	50-13,000	45 db	—	—	0.26%	SC, SB, AB, NB (15), CB	4 "D"	6 hr.	1

*Dolby "in" using FeCr or CrO2 tape stock.

Abbreviations: Power supply:
SC, Standard Current 120 volt AC
EC, European Current 200-240 volt AC
SB, Standard Battery cells
AB, Alkaline Battery cells
NB, Nickel-cadmium Battery cells (rechargeable)
DB, Dryfit Battery cell (rechargeable)
CB, Car Battery

recording in the field with no A.C. outlets handy to recharge the batteries, you don't want to run out of power just as the train passes by. All of the machines listed, except the Uher line, have standard phone jacks for microphones and headphones. If you own more than one unit, this becomes of interest too, to determine whether your accessories are interchangeable. (By the way, one fact I have always had to live with is that a power cord made by one manufacturer will fit no other machine - a real pain if you ever lose one!). The weight of the recorder is a major factor to think about when deciding how far you'll have to carry it to get to some remote taping spot, as is the size. I have found that a carrying case is an absolute necessity, which should always be part of the purchase price; rugged field work can easily damage, dent or scratch a unit that's not properly protected. In terms of controls, all the recorders have knob-type devices, which are infinitely easier to manipulate in a bouncing engine cab or in a pace car than slide-types. The JVC and Technics include a "record master" knob which will raise or lower the input of both mics *together;* the Nakamichi has a "blend control" with a third mic input to create a center channel, offering some interesting possibilities, particularly in trackside recordings. Automatic shut-off is a nice feature to have, permitting the machine to conserve battery power at the end of a record, playback, rewind or fast-forward function if the user forgets to attend to the unit (not all recorders have "full" shut-off for every mode; i.e., some may only have it in "play", etc.). An automatic level control may be of some use to the recordist if it does not "squash" or compress peak sounds to create a sort of distortion. Its main use is to permit the user to set the input level at a fairly high reading to pick up softer sounds, thus controlling louder sounds by preventing the machine from registering sound levels beyond its maximum input, resulting in tape saturation and distortion. I personally do not use ALC, preferring to monitor the meters constantly. After some practice, you acquire a "feel" for properly setting input levels for particular engines and recording situations. Finally, another useful feature is "automatic reverse", available only on the Uher 210. This allows the recorder to reverse tape direction automatically, eliminating the need to take the cassette out and turn it over. Many nonportable decks have this device.

The one aspect of selecting a tape deck I have left for last is that of price. As already noted, the Nagra IV-SD and Uher recorders, along with their accessories, are rather expensive. Aside from the Nagra, the Uher decks will run over $1,000 even after discounts, where available. If any unit here would be a "best buy", in my opinion it would probably be the JVC KD-2J or its sister, the CD-1636. The KD-2 is lightweight, can operate for a long period of time on batteries and boasts most impressive specifications. For a relatively low price, it has many desirable features, including an optional ($125) set of headphones with *built-in microphones,* called a biphonic stereo mic, to record sounds exactly as you would hear them and monitor them at the same time through the headphones. They also have an extensive line of mic accessories of interest to most audio buffs. The best advice I can give is to consider the specifications, decide which unit best fits your own recording requirements and shop around for the best buy.

NOTES

1. Signal-to-Noise Ratio may be improved by +2 to 4 db by calibrating for specific tape stock.
2. Charger $138.00.
3. Power Supply $207.00.
4. Half-track stereo. Tapes may be recorded on one side only, using two tracks. S/N ratio improved and possibility of drop-outs lessened.
5. Charger/power supply $84.00.
6. Power supply unit operable on either current.
7. $60.00 per set (8-9 hrs. max. charge).
8. $30.00 per set (3-4 hrs. max. charge).
9. Identical to 4200 except ¼ track, i.e. 4 tracks on tape, 2 on each side.
10. 11. Power pack $96.00, charger $60.00.
12. "Super ANRS" (Automatic Noise Reduction System) is similar to Dolby.
13. Dolby "out"; specifications with Dolby "in" not supplied but should be improved by at least 5 db.
14. 15. Power pack $19.00.
16. Function in "record" mode only.
17. Uher #M517 microphones with locking DIN plug, $77.00 each.
18. Requires special Hirschman plugs (2-pin male to ¼" phone jack), about $10.00.
19. #2514, $94.00. Deluxe case #2516, $212.00.
20. Stereo microphone (2 mics in one head) #M640, $96.00. Locking DIN plug.
21. Requires special Hirschman plug (5-pin male to ¼" phone jack), about $10.00.
22. #2540, $145.00.
23. #2528, $145.00.
24. Automatic level control may be installed by Mineroff Electronics for $190.00.
25. LC-3000, $40.00.
26. Stereo microphone included.
27. 2 speakers included.
28. Technics by Panasonic also manufactures three reel-to-reel decks which may be considered portable, if you don't mind carrying two 12-volt car batteries around for power. They are: #RS-1500 (2-track head configuration) and RS-1506 (four-track), both of which have frequency responses conservatively estimated by a Technics engineer involved in calibration work to be 25–30,000 kHz. The base price for both these models is $1600.00. Another open-reel deck, the RS-1700, is a four-track machine with auto-reverse and a claimed high frequency peak of 43,000 kHz. This unit sells for around $2000.00. More information on these recorders may be had by writing to the address given. We don't recommend taking these machines on long walks to field locations without an assistant or a 4WD vehicle! Although primarily designed to be used as stationary recorders (as is the case with other machines not described here), Technics make a 24-volt converter which renders them "portable".

Mic type, Level control	Mic jack type	Built-in mic	Headphone jack	Headphone sep. vol. cont.	Monitor speaker	Dolby	Carry case	Auto reverse	Auto off	ALC	Weight	Size WxHxD inches	Mfrs. sugg. list price
2 knob-type	¼" Ph.	No	Ph.	Yes	Yes	No	Yes, $135	No	No	Yes	15 lb. 9 oz.	13.5x4.5x9.5	$4,931 00
2 knob-type	DIN, 2 req. (17)	No	Yes (18)	Yes	Yes	No	Yes (19)	No	No	No (24)	8.3 lb.	11 1x3 7x8.8	$916.70
same	same	same	same	same	same	same	same	same	same	same	same	same	same
2 knob-type	1 DIN Stereo (20)	Yes	Yes (21)	Yes	Yes	Yes	Yes (22)	No	Yes	Yes	6 lb. no batteries	9.25x2.3x7.25	$1,053.90
1 knob-type	1 DIN Stereo (20)	Yes	Yes (21)	Yes	Yes	No	Yes (23)	Yes	Yes	Yes	4.5 lb.	7.2x2.2x7.0	$990.00
2 knob-type plus blend	¼" Ph.	No	Ph.	Yes	No	Yes	Yes, $60	No	Yes	Yes	11.2 lb no batteries	12.2x3.5x13.75	$630.00
2 knob-type plus rec. master	¼" Ph.	No	Ph.	No	Yes sep. vol.	Yes	No	No	Yes	Yes	6 lb. 13 oz.	9.5x3.0x8.0	$650.00
2 knob-type plus rec. master	¼" Ph.	No	Yes	Yes	No	Yes (12)	Yes, $35	No	Yes	Yes	8.8 lb.	11.0x3.75x11.5	$325.00
same	same	same	same	same	Yes	same	Yes	No	Yes	Yes	11.1 lb.	14.5x4.0x9.7	$360.00
2 knob-type	¼" Ph.	No	Ph.	No	Yes	Yes	Yes (25)	No	Yes	Yes	10 lb. 9 oz.	13.75x4.0x9.5	$380.00
knob-type	2 mini stereo	Yes (26)	Yes	No	Yes (27)	No	Incl.	No	Yes	Yes	7 lb. 8 oz.	11.0x3.6x9.75	$289.95

¼" Ph., Standard jack for phone plug ¼" diameter
n/a, information not available on specification sheet
Note: Units which do not have separate volume control for headphones have fixed volume monitor levels.

Data compiled by Marc Balkin

Carstens

NEW ARRIVALS

American Narrow Gauge (5231), Krause. John Krause surveys the once prolific narrow gauge roads in the 50 states. 256pp, hrdbnd **$24.95**

Fogg and Steam (5707), Clodfelter. Large format (11"x14") book featuring Howard Fogg color paintings of 25 different North American steam locomotives with accompanying text by Fogg and photos and description of the subject. A lavish and entertaining pictorial. 152pp hardbound ... **$75.00**

America's Colorful Railroads (1450), Don Ball. The first 100% full color pictorial of North American railroading, featuring steam and early diesel in the 1940's and 1950's. 10"x11", 212pp hrdbnd **$29.95**

Stairway to the Stars (5400), Dan Abbott. Illustrated history of Colorado's Shay-powered Argentine Central Ry. Maps, color paintings, b&w photos and drawings. 160pp, hrdbnd **$19.95**

PA4 Locomotive (1400), Anderson and MacDermot. Detailed study of the four D&H PA's from Alco's initial design through M-K rebuilding and Boston service. Unusual technical data on diesels, air brakes and innards. 128pp hrdbnd **$20.00**

Union Pacific Steam Northwestern District (5403), Ehernberger and Gschwind. A consolidation of earlier *Smoke Down the Canyons,* covering UP's Idaho Division, and *Smoke Along the Columbia,* covering the Oregon Division, including Camas Prairie and Spokane International UP steam in action and roster shots plus history and data. 136pp hrdbnd **$13.95**

Sherman Hill (5402), Ehernberger and Gschwind. History and photos of UP's famous Wyoming grade from steam to turbines and diesels. Extensive photos, maps and data. 130pp hrdbnd **$12.95**

Age of Steam (5555), Beebe & Clegg. One of the all-time great pictorials. 527 photos, hrdbnd **$15.00**

Basset-Lowke Rys., (9612). Foremost British toy & scale train maker, hrdbnd **$10.00**

The Bessemer & Lake Erie R.R. (5207), Beaver. History, steam and diesel photos. 184 pages, hrdbnd ... **$13.95**

Blue Ridge Trolley (5208), Harwood. 76 mile Hagerstown & Frederick Rwy., illus, maps, etc **$11.95**

The Cable Car in America (5548), Hilton. Cable cars from New York to California. 484pp **$17.50**

The California Zephyr (2200), Zimmermann. Story of CZ with full equipment data. 104pp hrdbnd **$10.95**

The Cars of the PRR (6799), Wayner. Roster photos and data of PRR freight, passenger and cabooses. 68pp **$4.95**

C&O Power (6658) Staufer, Data & photos of C&O steam and diesels 1900-1965. 350pp hrdbnd **$20.00**

Change at Park Street Under (7815), Cudahy. Story of Boston's subway. Hrdbnd **$6.95**
Cincinatti & Lake Erie (5215), Keenan. 269 mile interurban to the Great Lakes, 224pp, illus, 8½x11 ... **$18.95**
Commuter Railroads (2747), Dorin. Summary of suburban rr's nationwide, 184pp, 357 pix **$8.95**

Comstock Mining & Miners (5509), Lord. Reproduction of 1883 edition, western lore, 578pp **$10.00**

Covered Bridges of the West (5528). They are not all in the east. 201 photos, 150pp **$5.95**

Curved Side Cars (6766), Wagner. Cincinnati "rubber stamp" design, 200 photos, spiral bnd **$9.00**
Delaware & Hudson (5539), Shaughnessy. 150 year history of famous eastern bridge line, 488pp **$16.50**

The Diesel Years (5221), Olmsted. Pictorial sampling Sharks to EMD's. 160pp hrdbnd **$14.95**
Dinner in the Diner (6856), Hollster. Great Railroad recipes of food from great trains **$9.95**
A Decade of the D&H (2201), Zimmermann. The D&H 1967 to 1977 photos and lively history. 80pp soft **$6.95**
Decade of the Trains: The 1940's (7820), Ball-Whittaker. WWII homefront railroading. 288pp hrdbnd **$24.95**
The DO Lines (2400), Ed Lewis. The first nine short lines created from Conrail. 124pp, softcover **$7.95**

The Doodlebugs (6000), McCall. Illustrated history of AT&SF motor cars. 256pp hrdbnd **$26.95**
Erie Power (6659), Staufer & Westing. Erie steam and diesel pix and data to 1970. 448pp hrdbnd ... **$28.00**
The 50 Best of B&O (4601), Barr. B&O steam and diesel pictorial. 50 big photos **$10.00**
The 5:10 to Suburbia (5901), Olmsted & McMillan. Pre-RTA Chicago commuter lines. 152pp hrdbnd .. **$14.95**

400,000 Miles by Rail (5551) Blanton. Author's 50 years of train riding, 184pp, 200 illus, 8½x11 ..... **$8.50**
Grand Central (5232), Middleton. Illustrated history of NYC's Grand Central Terminal. 160pp hrdbnd . **$17.95**
Great Lakes Car Ferries (5519), Hilton. Marine railroading on Great Lakes, specs **$6.00**
Gold Rush Narrow Gauge (6863), Martin. The White Pass & Yukon Alaska nar ga, illu **$7.95**
Hawaiian Tramways (5227), Melvin & Ramsay. Horse & trolley days around Honolulu, 34pp, illus **$4.00**
Hetch Hetchy and it's Dam Railroad (5553), Wurm. Serviced dams & pipelines, 400 illus **$13.50**
Hudson River Day Line (5536), Ringwald. History of great river steam boat line, hrdbnd **$9.50**
Huntington & Pacific Electric (6864), Crump. Pictorial album of PE. Hrdbnd **$7.95**
The Inclines (6763), Wagner. Cincinnati's hillside railways, 48pp, well illus, pprbnd **$3.35**
I Remember Pennsy (5800), Wood. Don Wood's PRR pictorial spectacular. 168pp hrdbnd **$12.95**

The Iron Horse at War (5558), Valle. Superb pictorial of US rrs in WWII. 260pp hrdbnd **$12.50**
Iron Horses to Promontory (5205), Best. Tribute to the golden Spike, photos, drwngs, 208pp **$13.95**
Katy Northwest (5703), Hofsommer. Sensitive study of an MKT branchline. 320pp hrdbnd **$26.95**
The Last of Steam (5513), Colias. Last decade of steam in the U.S., 260pp, 275 pix, hrdbnd **$11.50**
Last of the 3 ft. Loggers (5162), Krieg. West Side Lumber, Yosemite Valley, others, 190 illus **$8.95**
The Last Whistle (5552), Warner. Cliff hugging RR south of San Francisco ca. 1900 ..... **$8.50**
The Lehigh & Hudson River (5601), Pennisi. Pre-Conrail railfan pictorial. 56pp softcover **$4.00**
The Lehigh Valley (5600) Pennisi. Pre-Conrail railfan pictorial. 60pp softcover **$4.00**
The Lehigh Valley R.R. (5557), Archer, Illustrated history of LVRR. 372pp hrdbnd **$17.50**
Life on a Locomotive (5549), Williams. Life in the cab, by a C&NW engineer, 223pp, 6x9 ..... **$5.95**
Little Railways of the World (5508), Shaw. Talyllin, and all the other little gems, 270pp **$7.50**
Locomotives in My Life (5801), Wood. Pictorial of Don Wood's favorites. 320pp hrdbnd **$22.50**
The MA & PA (5523), Hilton. History of the Maryland & Pennsylvania, profusely illus., 183pp, 6x9 ..... **$6.00**
Maine Scenic Route (1895), Crittendon. The two footers, plans, maps, illus 6x9, hrdbnd **$10.00**
Maine Two Footers (5503), Moody. The classic and must reading for two foot fans, all lines **$7.95**
Mansions on Rails (5504), Beebe. Private RR cars in all their splendor, by the master, 380pp **$12.50**
Mexican Narrow Gauge (5541), Best. Varied gauges with U.S. built steam power, fun, 180pp **$7.50**
Matches, Flumes & Rails (6870), Stephens. Butte County RR logging road, photos, maps **$15.00**
Milwaukee Road-West (2749), Wood. Steel & heavy electrics thru the sage, 8½x11, hrdbnd **$14.95**
The Missabe Road (5221), King. Story of the big steam ore hauler DM&IR, 225pp, illus, hrdbnd **$15.95**
Mixed Train Daily (5517), Beebe. Greatest book on mixed and short trains ever, 370pp, 8x11 ..... **$10.95**
Monon Route (5559), Hilton. History and photos of Indiana's own railroad. 321pp hrdbnd **$16.50**
Narrow Gauge to the Redwoods (6849), Wurm & Graves. North Pacific Coast & SF paddle whl. ferries ... **$12.95**
Narrow Gauge in the Rockies (5502), Beebe & Clegg D&RG, RGS, Mears lines, terrific, 224pp **$11.95**
Nevada County Narrow Gauge (5533), Best. California RR that hauled gold thru mountains, 224pp, 8½x11 ..... **$7.50**
Narrow Gauge Nostalgia (6858), Turner. NCNG, Bodie & Benson Brooklngs, Lmbr., Car. & Colo., 8½x11 **$12.95**
Northern Rails (1500), Ron Johnson. Railfan guide to Me., Vt. and N.H. with maps and pix. 32pp soft . **$3.50**
The Northerns (4002), Farrell & Pearsall. Definitive work on 4-8-4 class steam locomotives, 250pp **$20.00**
North Shore (5169), Middleton. Everybody's favorite (and fastest) interurban, The Last **$10.95**
O & W (5501), Helmer. The Railfan's railroad of the east, 228pp, 6x9, 150 photos **$7.50**
Overland Limited (5526), Beebe. Beebe at his elegant best covering a great train. Vintage pix **$5.95**
Pacific Coast Shay (5172), Ranger. From origin of the Shay to the PC type, 112pp hrdbnd **$10.00**
Pacific Electric (5157), Duke. History of California's history making interurban system **$4.25**
Passenger Train Annual No. 3 (7100), PTJ. Passenger pictorial old and new. 76pp, 16 color, soft **$6.95**
Passenger Train Consists (6795), Wayner. Actual documented 1940's consists, 50pp, photos **$4.75**
Pennsy Power (6652), Stauffer. PRR steam & electrics data and pix. Color calendars. 236pp hrdbnd **$22.00**
Pennsy Power II (6653), Stauffer. PRR diesel, electrics and some steam. 350pp hrdbnd **$20.00**

depot

readers' book service

Pennsy Steam and Semaphores (2754), Westing. Complete Pennsy history & challenges. 192pp. 300 pix $13.95

Piedmont & Northern (5218), Fetters & Swanson. Great electric Rwy. system of the South. 176pp $15.95

Pine Across the Mountains (5211), Hanft. McCloud River RR, California fascinating short line $15.95

Pocket Encyclopedia of British Steam Locomotives (9806), Nock. 192 locos in color, 192pp $2.95

Portrait of a Silver Lady (5702), MacGregor & Benson. Superb *California Zephyr* history and pictorial. 358pp hrdbnd $35.00

Pullman & Private Car Pictorial (6790), Wayner. 120 photos of great pass. cars, 11x8½ $6.95

The Railroad Caboose (5198), Knapke. 100 year development of the caboose, fascinating. 240pp, illus $8.95

Railroad in the Clouds (5701), Wm. Wilson. The Alaska R.R. 1914-1945. 290pp hrdbnd $28.00

The Railroad Scene (5202), Middleton. Steam & diesel railfan pictorial. 144pp hrdbnd $13.95

Railroads in the Woods (5516), Labbe & Goe. Thrilling story of logging operations, geared locos $11.50

Railroads of Arizona, (5554), Myrick. Southern Arizona's railways, 480pp, 542 illus, maps $19.50

Railroads of Nevada, Vol. I (5521), Myrick. 50 Nevada roads, special maps, 8x11, hrdbnd $15.00

Railroads of Nevada, Vol. II (5522), Myrick. Railroads of southern Nevada. 8x11, hrdbnd $15.00

Railroad that Lighted Southern California (6853), Johnston. The San Joaquin & Eastern, 128pp .. $11.95

Railroads: An American Journey (7819), Ball. Superb pictorial of 1950's railroading. 288 pp hrdbnd .. $19.95

Rails Under the Mighty Hudson (7812), Cudahy. N.Y. City rr tunnels to date. Hrdbnd $6.95

The Reading (5602), Pennisi. Pre-conrail railfan pictorial. 64pp softcover $5.00

Redwood Railways (5506), Kneiss. Story of the RR's which grew into the Northwestern Pacific $6.00

Redwoods, Iron Horses and the Pacific (6865), Crump. California Western's Skunk Line, 160pp $12.95

The Remarkable GG1 (1979), Zimmermann. Illustrated story of PRR/PC/CR/Amtrak's GG1 electrics. 72pp. $4.75

Revival of the 2101 (2450) Hart. Photos and details of Chessie 4-8-4 2101 at Reading Shop 1978. 49pp soft $5.95

Ride the Big Red Cars (6840), Crump. Narrative history of the Pacific Electric, 240pp, hrdbnd $15.00

Rio Grande (5518), Beebe & Clegg. D&RGW mainline to the Rockies. Splendid. 380pp, 540 illus $12.50

Rio Grande Glory Days (5228), Lathrop. Heyday of the D&RGW narrow ga, lines, 356pp, illus $10.95

Rip Van Winkle Railroads (5544), Helmer. Picturesque Catskill Mountain short lines, hardbound $7.50

Route of the Warbonnets (5900), McMillan. Railfan pictorial of AT&SF action. 176pp hrdbnd $18.95

The Run of the Twentieth Century (6788), Hungerford. Outstanding reprint of NYC book, plans $4.95

Rutland Road (5532), Shaughnessy. Superb history and pictorial of Vermont's classic. 370pp hrdbnd . $11.50

St. Louis Car Company (5560), Young & Provenzo. History of trolley/rail carbuilder. 304pp hrdbnd $16.50

Santa Fe (5163), Duke & Kistler. A must for all ATSF buffs, 184pp, maps, photos, paintings $14.95

The Search for Steam (5561), Collias. Steam in the 1950's; Collias at his best. 360pp hrdbnd $15.00

Ships & Narrow Gauge Rails (5530), Best. History of the Pacific Coast Co., 160pp, hrdbnd $6.00

Short Haul to the Bay (7805), Henwood. Story of the Narragansett Pier RR, 48pp, map, roster $3.50

Shortline to Paradise (6866), Johnson. Saga of the Yosemite Valley RR, 100pp, illus, hrdbnd $6.95

Sierra Railway (5515), Deane. Building the SRR, other lumber roads, 300pp, 360 photos, 6x9 ..... $6.00

Slim Rails thru the Sand (6848), Turner. 80 years of Carson & Colorado & SP narrow gauge, 112pp .. $8.95

Southern Pacific Steam Locomotives (5151), Duke, Pictorial, wood burners to Daylights $8.95

Southern Railway Panorama (1980), Kramer. Photos and history of SR early diesel and late steam. 56pp soft $4.00

South Pacific Coast (5540), MacGregor. SPC narrow ga, served Alameda to Santa Cruz, 278pp $10.95

South Shore (5209), Middleton. CSS&SB, Insull's Indiana interurban, last great show under wire . $11.95

Steam Locomotives of the Frisco Line (5705), Stagner. History and photos of SLSF steam. 136pp hrdbnd $17.95

Steamcars to the Comstock (5505), Beebe & Clegg. Virginia & Truckee and Carson & Colorado, 100pp . $5.95

Super-Power Steam Locomotives (5192), Cook. Photos and history of Lima Loco Works. 144pp hrdbnd $12.95

They Felled the Redwoods (6844), Johnston. The Sierra redwoods and RR's in the area, 160pp $10.00

Thoroughbreds (6655), Staufer. Full history of the NYC 4-6-4's. 352pp hrdbnd $22.00

Thunder in the Mountains (686), Johnston. The Madera Sugar Pine Co. of California, hardbound $10.00

Trains of Northern New England (1978), Krause & Bailey. B&M, CV, MEC, Rutland. 96pp sftbnd $7.50

The Trains We Rode, Vol. I (5534), Beebe & Clegg. Passenger trains on rr's A thru N. 466pp $17.50

The Trains We Rode, Vol. II (5535), Beebe & Clegg. Passenger trains on rr's O thru Z. Beebe's last .. $17.50

To the Mountains by Rail (9814), Wakefield. NYO&W and the Catskill resorts. 415pp hrdbnd $20.00

Twentieth Century (5520), Beebe. Chronicle of one of the world's great trains, 180pp $6.95

Uintah Railway (5545), Bender. Colorado's narrow gauge Gilsonite route, hardbound $9.50

The Up-Country Line (7811), Mead. History of the Boston, Concord & Montreal. Hrdbnd $6.50

Ulster and Delaware (5229), Best. Story of the Catskill Mt. railroads, 320 illus $14.95

Vancouver Island Railroads (5214), Turner. Mining, logging & main line operations, 170pp $14.95

Vanishing Markers (7813), Fisher. Stories of the B&M in '40's & '50's. 128pp hrdbnd $14.95

Carstens Publications, Inc. Dept. 5803
P.O. Box 700
Newton, N.J. 07860

CARSTENS PUBLICATIONS

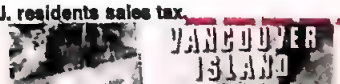
I am enclosing check or money order for $..... Please send me the books I have indicated below. (If you do not wish to cut this magazine, print or type titles and numbers on a sheet of paper.)

Name _____

Street _____ Apt. _____

City _____ State _____ Zip _____

Please print or type legibly. N.J. residents sales tax.



We'd like you to meet...

Marc S. Balkin

Whenever there's an excursion steam locomotive running, Marc Balkin will more than likely be trackside, on the train or pacing alongside in a car recording the sounds for his Custom Steam Productions, Ltd., which he founded in 1974. "It's strictly a one-man operation, from recording and editing to packaging and mailing", Marc observes, and some 35 different titles are listed in his catalog. His *Camera Bag* special feature in this issue on open-reel tape recorders results from his desire "to describe this esoteric art . . ." plus an admitted affinity for compiling lists and charts.

Born in New York City in 1948, Marc developed an interest in music which ultimately led him to a B.A. in music from Syracuse University and an M.A. from Long Island University. His specialty is Renaissance and Baroque music. A professional violinist, he has had many music honors and toured Europe as first concertmaster of the American Youth Symphony in 1967 and again as string coach in 1972—during which time he observed steam power in Germany. Now residing in Queens, N.Y., Marc teaches stringed instruments and directs the 100-member symphony orchestra at Bayside High School.

While a student at Syracuse, Marc became friends with music history professor Dr. Don Smithers, who had a large collection of railroad recordings which he played in late-night "train sessions" at the School of Music's auditorium on massive Klipsch speakers. Deeply impressed, Marc acquired a knowledge of recording equipment and techniques while working at the campus FM radio station and electronic music studio.

In 1973 he began his own railroad tape recording and has become well respected in the field. Working with three portable stereo units, including a Uher 4200, he has ridden the cabs of 15 steam locomotives and logged thousands of miles in pursuit of recordings.

Marc is a good photographer and was a founder of New Jersey's Bergen-Rockland Chapter of the NRHS. He has worked on the New Hope & Ivyland and Whippany River steam tourist railroads—qualifying him as both a railroad and orchestra conductor!

Marc's wife Barbara teaches crafts and photography to brain-injured students in a special New York City facility in lower Manhattan. While she has gotten used to steam whistles and barking exhausts emanating from the Custom Steam office in their home, she wishes he would play "normal music" a bit more often.

Gary Morgan

It would be difficult to find a more qualified author than Gary Morgan, who wrote the article on the Georgetown Loop in 1908 in this issue. Presently an assistant professor in Journalism at Metropolitan State College in Denver, Gary got his B.A. at New Mexico Highlands University majoring in Journalism and English with a minor in History, and followed that with an M.A. from Colorado State in American Literature and Writing. His past professional journalism experiences cover quite a list of generally sports-related print and broadcast positions as well as three railroad books *(Rails Around the Loop, Sugar Tramp* and *Three Foot Rails)* plus a couple of other books in the works. He's had articles and photos in quite a number of both sports and rail publications.

Gary says he's always been somehow attracted to trains from the time he was a kid in San Diego, where he was born in 1943. It was railfan/modeler Eric Lundberg with whom Gary worked when he was teaching at the University of Northern Colorado who got him into model railroading in the early 1970's. While the N scale layout sparked his interest, it was rail history as an avocation that became an important part of his life.

One of the things that impressed Gary about the railfan community was the willingness of the "old hands" to help out a rookie. Referring to his own experiences with *Sugar Tramp* (the story of Colorado's Great Western Railway, published by Centennial in 1975), Gary relates, "I'll never forget the delightful and helpfully informative afternoon I spent with Gerald Best. And Don Duke of Golden West was a really guiding force for me. Around Colorado, with people like Dick Kindig, Neal Miller, Bob Richardson and Al Dunton to help a guy out, how can he miss? They've been a tremendous help, and I'm really grateful."

In addition to his rail activities, Gary and his wife, Maureen, share an interest in tournament bridge (he's a Life Master member of the American Contract Bridge League), wine making, gardening, outdoor activities and music. And don't be surprised when you see his name on book reviews—rail and otherwise—in the Denver *Post*.

Ronald W. Keller

Hailing originally from Lancaster, Pa., Ron Keller's first railfan experiences were riding cabs and cabins on the Pennsylvania Railroad, where his grandfather was a brakeman. His family moved to Phoenix, Arizona, in 1946, however, and grandpa's railroad was left far away. The lad watched diesels replace SP steam and invested his paper route money in S gauge model trains. He never lost his fascination for railroading as he grew up, married and began a family. His wife, Ann, was no stranger to railroading, having grown up near the Rock Island tracks in Davenport, Iowa.

A technical illustrator, writer and photographer for Shure Electronics of Arizona, Ron prepares industrial machine manuals and visual aids along with TV and video tape industrial training films. In his spare time he does industrial photography and sports officiating and is attending Phoenix College working toward an AA degree in photography.

His railfan photography began in 1973 with SP and Santa Fe in Phoenix developing into an interest in short lines and older diesels. He uses two Mamiya/Sekor DTL 500 35mm cameras for most rail work and does his own darkroom work.

He and Ann have three sons: Ken, age 20; Brian age 19—now a paratrooper with the 82nd Airborne—and Philip, age 14. Over the years the boys have each taken their turn working on the family model railroads, first HO and later N scale. In recent years, though, the model layouts have given way to other family activities and an increased emphasis on railfan travels. Ann and Philip travel with Ron on most of his railfan trips, today, with Ann taking the necessary notes to identify the photos. Ron has been teaching her basic diesel spotting, and she's getting pretty good at it. Their 1973 Oldsmobile is equipped with special shocks and other gear to take them places usually reserved for Jeeps. Ann teases Ron about his "four wheel drive" Olds when they head off the trail to photograph something.

In the summer of 1978 Ron took the family on a month-long trip through the Midwest, South and East, covering 7000 miles and logging 39 different railroads. Ron was careful to introduce himself and present his business card wherever they went, and with a few exceptions (ICG and L&N) was able to get the photos he wanted.

Markers

Eleventh Street?

The snow was heavy in Rockford, Illinois, last February, and late on the evening of the 22nd a lady was driving down Sixth Street and turned onto what she thought was Eleventh Avenue. What she actually turned onto was the snow-covered tracks of the Illinois Central Gulf main line to Iowa which parallels Eleventh Avenue about a half a block to the north. Moments after her car mushed into the snow, she looked into her rear view mirror to see an eastbound freight coming around the bend. She jumped out of her car and tried to flag the train to a stop. Engineer "Slick" Slaughtery put his train into emergency, but even pulling uphill he couldn't stop in time and hit the car, pushing it about 50 feet up the track.

A local wrecker was called to pull the damaged auto off the track, but because of the deep snow it was unable to make much progress. At this point Mr. Slaughtery lent a hand and with one Paducah Geep, two SD40's and a U33C, nudging up behind the car and gently pushing it up to the Seventh Street crossing.

The accompanying photo by John Burchett, Jr., shows the car being pushed, and we couldn't resist showing you how much it looked like a cartoon that Seaward Tuthill drew for the February 1973 issue of RAILROAD MODEL CRAFTSMAN that Editor Tony Koester has had on his office wall ever since.

The ironic thing about all of this is that your Managing Editor lived for three years only two blocks from the scene at Eleventh Avenue and Ninth Street—and yes, I did choose the apartment because it was next to the IC tracks—and had later worked as a brakeman on the night train into Chicago.

Underwater railfanning

It must be something about springtime that brings 'em out of the woodwork. The following is part of a letter generated in response to a large advertisement for Canadian Club whisky that's been making the rounds of all the big national general-circulation magazines. Canadian Club has been running a series of ads for quite a while that feature directions to find a case of their whisky stashed in outlandish places where adventurous souls are free to try to find it, and this ad describes their case planted amid a shipwreck on Devil's Backbone Reef in the Bahamas. What makes the ad of particular interest is that the sunken Ward Line steamer was carrying a cargo of railroad equipment, and some European-looking wheelsets are prominent in the photos.

The letter to which we refer comes from John Armstrong of Cleveland, "I don't know which of you will rush to get there first, but where else could you find an underwater railroad museum, a case of Canadian Club and a beach full of bikinis? This might lead to a new ad—Hal Carstens in scuba gear instead of a Civil War uniform. I'd subscribe for life for that!"

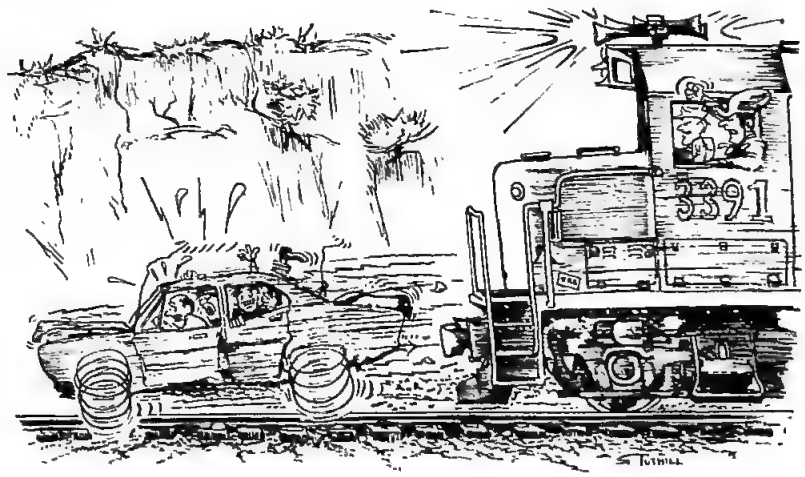
Well, John's letter got me thinking about a few times in my experience when railroading and diving managed to mix. When I was working for EMD back in 1968 on assignment on the B&O, I was riding the cab of a westbound freight getting a good roll on just west of Warwick, Ohio. As we rounded a gentle curve making about 50 m.p.h., we caught a glimpse of something strange on the track: a fully outfitted scuba diver—wet suit, tanks, flippers and all. He was in the middle of our track, and as we bore down on him he deftly hopped to the side and splashed into the water-filled quarry right at the edge of the ballast. We could see him disappearing down in a cloud of bubbles as we howled past.

A few years earlier, I'd taken a scuba course myself while attending college, but the equipment was rather expensive and I never pursued it with any fervor. Returning home to Dixon, Illinois, one summer, however, I discovered that a friend of my brother-in-law had opened up a scuba shop at an abandoned quarry right next to the C&NW main line. I took the opportunity to rent some gear from him and spent an afternoon diving at what had been one of my fa-

JOHN BURCHETT, JR.

THE SNOW-COVERED ICG tracks looked a lot like Eleventh Street, and a driver in Rockford, Ill., turned onto the tracks by mistake. This ICG freight collided with the car and pushed it 50 feet up the tracks seconds after the driver left the auto. Stranded on the tracks by the deep snow, the car was then nudged by the train to the next crossing where a wrecker could remove it from the railroad. The scene struck us as remarkably similar to the cartoon (below) by Seaward Tuthill that was used in the February 1973 RMC.

SEAWARD TUTHILL



"You an' your short cuts to perfect train watchin' spots! Phooie!"

REPRINTED FROM THE JUNE 1948 RAILROAD MAGAZINE

Not in the Wheel Report **By JOSEPH EASLEY**

You do the talking, Jonesy. . . . You can explain these things better than I can . . . huh

vorite spots to photograph North Western trains. Sure enough, a couple of freights went by while I was there and I managed to photograph my diving "buddy" (never dive alone) at the door of the shop with an eastbound freight right behind him.

Probably my strangest rail/diving adventure, however, occurred in Wilmington, California, in October 1971. I was in the Los Angeles area for a few days on business just before coming to work for Carstens. I'd been tipped off by some friends at the scuba school back in the Midwest that the Commercial Diving Center in Wilmington would permit an "orientation dive" in deep-sea hard-hat gear if it was arranged for in advance. Being one of those things-I-always-wanted-to-do-but-never-figured-I'd-get-a-chance, I called them up and scheduled a student dive.

The diving facility was in an industrial area of Wilmington, and all orientation dives were given in deep above-the-ground training tanks with porthole windows in their sides so that instructors could watch the students work underwater. After donning the gear and handing my camera to one of the other students, I had my picture taken as I backed down the ladder into the water. The sensation of being under water in a diving suit was different than I'd somehow expected—it was an environment of air, not water, and the buoyancy of the air completely eliminated the weight of the suit. After getting used to regulating the air intake and exhaust to sink to the bottom or float to the surface, I noticed something bright outside the viewing port of the tank. "Walking" over to the window I saw a Union Pacific freight approaching on the tracks that passed about 50 yards from the tank. Standing in a deep-sea diving suit under twelve feet of water, I watched four UP SD24's roll past with a train of ore cars. What I'd have given at that moment for an underwater camera!

Well, John, we can't help you with Colonel Hal in scuba gear, but will you settle for the Managing Editor in a hard-hat rig?

MANAGING EDITOR heads for one of the more unusual train-watching spots in Wilmington, Cal.: under twelve feet of water in the Commercial Diving Center's training tank. Note tracks in the background where a UP freight will soon pass.

Sierra charters

If the photo of the 4-4-0 on the small charter train on the Sierra Railroad on page 32 of this issue intrigues you, Short Line Enterprises advises us that they are planning a number of such trips this season and in upcoming years. If you're interested in participating in one of these very special by-invitation-only excursions, you may contact them at Short Line Enterprises, 471 W. Lemon, Arcadia, CA 91006. Each trip is limited to 50 fares, typically in the $50 range per person for an all day 82-mile journey featuring several photo stops, lunch and champaign.

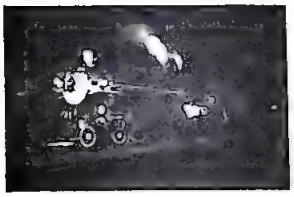
The wrong hero

It seems that there was this well known train magazine from the Beer City that had a sterling reputation for accuracy, and consequently and quite rightly nobody ever questioned it when they ran a news announcement last fall that the 16-645 diesel engine that carried Electro-Motive's celebrated "10-millionth horsepower" had been installed in Burlington Northern SD40-2 7854. The railfan world created a new locomotive "hero", and one very run-of-the-mill SD40-2 became the most-sought-after engine on the BN system. Eager fans traveled many miles to capture the 7854 on film, and our friend George Cockle even sent us a photo of it.

Then came the call to La Grange. Somebody from the BN's public relations department wanted to "make some hay" with their famous locomotive and wanted EMD to confirm the diesel engine serial number and road number of the unit that carried EMD's 100-millionth horsepower—not "10-millionth", as had been reported in the well known train magazine. La Grange confirmed that engine 78E1-1036 had, indeed, been installed in BN (C&S) SD40-2 7845. Oops.

LOCOMOTIVE QUARTERLY

A quality journal, profusely illustrated,
which captures steam railroading's essence.



Spring 1979

Florida East Coast's Well-Traveled Pacifics—The Distinctive Bangor & Aroostook—Rock Island / MP at Herington, Kans.—Stan Kistler's Far West

Also available:
Winter 1978 / 79: TH&B—Midwestern 4-4-0s—D&RGW at Soldier Summit—Photos of A.E. Brown

Now $7.00 per copy; $24 per subscription

- **Living history**
- **Quality printing**
- **Notable contributors**

Prior back issues still only $6.00:

Fall 1976:
L&N power —CNJ-RDG-B&O at Communipaw —Wabash 2-10-2s —R. J. Foster classics

Winter 1976:
SP at Dunsmuir —Colo. Midland —NKP Hudsons —Frank Ardrey's Deep South

Spring 1977:
Rutland locos —Vauclain Compounds —KC Psgr Power —WM 2-10-0s —Felstead Photos

Summer 1977:
KCS engines —MoPac 4-8-2s —AT&SF at Raton —A George Votava album

Fall 1977:
NYS&W's 2 eras —D&RGW-WP 4-6-0s —Birmingham activity —Vollrath photography

Winter 1977:
V&T locos —Erie USRA 4-6-2s —T&NO at Lafayette —50 years of Krambeck camera

Spring 1978:
Clinchfield power —WP at Keddie —NYO&W dual-service Moguls —H. E. High's West

Summer 1978:
SP&S engines —C&O 2-8-8-2s —UP at Sherman Hill —Donald A. Somerville folio

Fall 1978:
NYC's 11-road H-5 —CPR Rockies —KCM&O roster —Frederick H. Somerville photos

---

Metaphor, Inc. **RR779**
P.O. Box 288
Homewood, Ill. 60430

___ Enter my subscription for one year (four issues) @ $24.00 (Overseas $28.00)

Forward the following issues:

___ Spring, 1979 ___ Winter, 1978–79 ___ Fall, 1978 ___ Summer, 1978 ___ Spring, 1978
___ Winter, 1977–78 ___ Fall, 1977 ___ Summer, 1977 ___ Spring, 1977 ___ Winter, 1976 ___ Fall, 197

Name _____
Address _____
City _____ State _____ Zip _____

That's when word went out to the railfan media that somebody up there in Sudstown had gotten a couple of numbers turned around and all the photographers were out chasing the wrong engine.

If any of you BN folks would care to check this out in absolute terms, our friends at EMD report that the diesel engine in 7845 should bear traces of its "metal flake gold" paint job around some joints and appliances that were masked off when the engine was given the standard pearl gray painting before being installed in the locomotive (the diesel engine had been on display in La Grange in a gleaming gold finish, but much of the fancy paint had to be stripped off before the engine could "go to work" because the special gold wouldn't withstand the surface temperatures of some of the working parts). Don't dispair over your photos of the 7854, however, for this whole affair should make it a legitimate folk hero in its own right.

GEORGE R. COCKLE

THE DIESEL ENGINE representing EMD's 100-millionth horsepower was reported to have been installed in Burlington Northern (Colorado & Southern) SD40-2 7854, and George Cockle photographed the famous unit in coal train service at Council Bluffs, Iowa, on December 26, 1978. There's only one problem: it was actually installed in the 7845, and the news report had the numbers transposed.

Viva VIA!

As you can probably tell from my article on Brockville, Ontario, I'm rather favorable impressed with VIA. I have no intention of delving into the politics of nationalized passenger service or the need to preserve/eradicate passenger trains, but I would like to comment on VIA and Amtrak on purely esthetic grounds.

I got my first good look at VIA over last Labor Day weekend in Toronto and then Brockville. Being one who basically detests the British Rail and Long Island blue and yellow variations, I was quite prepared to intensely dislike VIA blue and yellow—especially since I've grown quite fond of CN red, white and black in addition to the fine old green and gold. But I was very pleasantly surprised at how "railroady" the VIA colors were. Unlike the Amtrak colors that were such a radical departure from traditional railroad practice, the VIA colors reminded me a bit of the old L&N. VIA has a "modern" scheme, but the colors have been largely applied to traditional rolling stock in a traditional manner—black roof on smooth-side blue cars with a couple of yellow stripes.

I guess the equipment had a lot to do with it. I spent most of a couple of days on or around the Bathurst Street bridge at D Cabin in Toronto, watching Montreal-Alco switchers shoving conventional-equipment consists in and out of a real old fashioned coach yard while trains zipped in and out—pausing at the hand-thrown junction switches—behind first generation motive power. VIA colors were evident on about 40% of the equipment, and the remaining CN stock and brilliant green and white GO Transit trains made for about as colorful a weekend of train watching I've seen since Chicago's Roosevelt Road in the early 1960's.

I was struck by how "right" the VIA colors were when I studied them on a beautiful smooth-side heavyweight diner riding on a fine pair of six-wheel trucks—Amtrak had replaced the GM&O equivalent of that car with an Amsnack can. The closest things to Amfleet that rolled out of Toronto were the *Tempo* lightweight trainsets, and they, incidentally, carried the VIA colors in the least pleasing manner, except possibly for the RDC cars. But even the *Tempo* trains were pulled by modified RS18's in distinctive—and very attractive—red-orange and light gray colors. Of course, the more nearly "pure" any set of equipment was regardless of paint scheme, the better it looked. This is probably a backlash reaction from living through Amtrak's "melting pot" era and Conrail's conglomeration of self-vandalized paint schemes.

I found VIA and the whole Toronto scene immensely fun and stimulating. There was the incredible European TEE-train *Northlander* and—at that time—unadulterated CP *Canadian* added to the CN, VIA and GO equipment, and not a single Amcoach, F40PH or bloody-nose SDP40F to be seen. Handsome maroon PCC trolleys rumbled

Switch List

SWITCH LIST CLASSIFIED ADVERTISING: Rates - 30¢ per word, minimum order $3.00. Count all initials, numbers, address components. Zip code is free and mandatory. Abbreviations such as COD, SSAE, rpm, tt's 5x7, 8mm, PO, count as one word. We must have home or business address for all persons using PO Box numbers. Address all classified ads to: SWITCH LIST, RAILFAN & RAILROAD, PO Box 700, Newton, NJ 07860. Ads sent to other departments may be delayed or lost. Payment must accompany ad copy. Ads will be placed in category deemed most appropriate: requested categories will be considered. All ads set in our standard 6 point type with lead in capital letters. All ads subject to approval of the publisher. Closes 1st of month, two months preceding date of issue.

TRAVEL

RAILFAN FROM NEW ZEALAND requests accommodations in American Railfan homes in the NYC, Chicago, Atlanta & Los Angeles areas during Oct.-Dec. 1979. Board guaranteed. Please write for details to Darrell Turner, 61 Lancaster Rd., Beach-Haven, Auckland. 10., New Zeland. 779

FOR RAILFANNING THE IZAAK WALTON Inn has it all. Located on BN's main line sixteen miles west of the Continental Divide our Great Northern-built hotel provides delicious food, trackside rooms, a railroad bar, F7 "Covered Wagon" helper service, trestles, tunnels, snowsheds, Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Phone is an operator call to Essex #1. Izaak Walton Inn, Box 675 Essex, MT 55916. 180

TRAVEL BRITAIN - Birthplace of Steam: Railbirds 14-day tours: Six to be run in 1979, commencing at York, Thursdays June 21, July 5 & 19, August 2, 16 & 30. Concluding London, Wednesdays, July 4 & 18, August 1, 15 & 29, September 12 (part bookings accepted). First class travel, good hotels, escorted throughout, almost all travel by rail - over celebrated routes, and staying at historic places - York (4 nights), London, Brighton, Chester, Oxford, Shrewsbury, etc. Experience 125 mph High Speed Train; main-line express Pacific Steam haulage; the finest preserved steam short lines; narrow gauges - the oldest in the world; workshop and museum visits. More than 250 steam locomotives, at over 23 different locations: "singles" to "decapods", "coffee-pots" to World record holders, plus vintage diesels and electrics. European steam too! Full tour (reductions for groups) includes reserved seating, most meals - from ancient coaching inns to vintage rail dining cars. Be a *real* loco engineer! STEAMDRIVE 8-day holidays on selected working steam railways, over six days of progressive instruction, theory and practice. Qualified tuition - cleaning, firing, driving, under authentic conditions. Numbers limited - early booking essential: write for details of available dates and venues. Help create and preserve Britain's steam rail heritage! RAILBUILD Holidays allow you to stay at, ride and join in the actual working life of a British preserved short line steam railroad. Learning enjoying and making real friends in doing something completely worthwhile. All membership privileges available, including free travel, etc. Write us for guide, stating interests. Any combination of the above three schemes may be arranged; ladies welcomed in all cases. Interesting concurrent alternative programs available for family members less dedicated to the iron road. Initial deposit 10% of prices, balance payable 2 months in advance. In all cases, write: Travel Britain, Irradion House, Southdown Rd., Harpenden, Herts., England. 979

RAILROAD SLIDES, PHOTOS & MOVIES

RAILROADS - Color Slides, B&W Negatives (size 120), B&W Photographs, Mainly Diesel, Eastern Roads - Thoams Tancansky, PO Box 122, Etna, NY 13062. 779

ORIGINAL KODAK PROCESSED SLIDES: Conrail, NW, Chessie, DTII, GTW, D&H. Send $1. for sample and list. J. L. Potter, 16736 Rockdale, Detroit, MI 48219. 779

LOCOMOTIVES & STATIONS: AMTK, CNJ, NY&LB, PC PRR, plus more. 5 samples slides and listing for $2.50. Lakeside Fire equip. Co., PO Box 82, Browns Mills, NJ 08015. 1179

ORIGINAL KODACHROME SLIDES for sale. Large selection of US, Canadian and Mexican railroads. $1.00 for sample and list. John Benson, PO Box 18625, Cleveland Hts., OH 44118. 779

ABOUT 2350 Color and 490 b&w photos of the CB&Q, C&S, FW&D, GN, NP, SP&S, and BN available as prints or slides. Send 50¢ for Catalog #1 to: William Eley, PO Box 764K, Waukegan, IL 60085. 759

OUR 7TH YEAR. 12,000 color slides, mostly diesel, some electric, a few steam; 650 railroads/industries represented. 3 catalogs, sample $2.00. Porreca & Assoc., Box 22, Boulder, Colo. 80306. 1179

FINEST QUALITY ORIGINAL (not duplicate) Kodachrome slides of electric traction and trolley subject available anywhere. Worldwide selection. 2 samples $2.00. Traction Slides International, Box 123 RF, Merrick, NY 11566. 1179

35mm DUPLICATE SLIDES. Shawmut, WVN, WAG and many more short lines and industrials. Also Pittsburgh Trolleys. Send $1 for list and sample. Charly's Slides, 160 Clark Pike, Creighton, PA 15030. 1179

CANADIAN STEAM IN ACTION: featuring CNR & CPR, also first generation diesels and trolleys. $2.00 for samples and catalog. H-I Rail Vistas, P.O. Box 464, Agincourt, Ontario, Canada M1S 3C5. 779

EVDA SLIDES American, European, railroads, trolleys from the 1940's. $2.00 lift samples. Box 1183, Maryland Heights, MO 63043. TF

Lehigh Valley first generation diesel negatives, photos, original color slides. P. Templeton, 509½ Cheyenne Ave., Alliance, NE 69301. 779

THINNING SLIDE COLLECTION; Seconds, duplicate shots, overkills, 100 slides $12.95 . . . interested in trading slides of N&W IC GM&O. J. Stubblefield, Box 666 Maroa, IL 61756. 779

HAYWARD COLLECTION NEGATIVES FOR SALE: Covering Steam, diesel electric, passenger for NH, NYC, PC, PRR, B&A, B&M, RUT, EL RDG, CP, CN other Northeastern roads. Send LSSAE and $1 for general listing of roads by Equipment type and/or $1. for each detail list by specific RR showing Equipment by number (Both refundable with order) to: Pennsylvania Photos, Box 290, Brooklyn, NY 11228. 779

CLASS 1 RAILROAD ORIGINAL color slides of diesels for sale. List $1.50. (LSSAE) Conniff, Box 9686, Jackson, MS 39206. 779

90 CANADIAN NATIONAL OFFICIAL'S Passes, mint condition. All major lines, $100. SSAE David Brown, SP.81, 17989 Corkill Rd., Desert Hot Springs, CA 92240. 779

SLIDE AND NEGATIVE COLLECTIONS bought. R.J. Young, 11 Sussex Ct., Edison, NJ 08817. 581

QUALITY ORIGINAL COLORED SLIDES: Diesels; list, sample 40¢. Schenk, Box 195, West Seneca, NY 14224. 779

ORIGINAL KODACHROME SLIDES, 120, 616 negatives. Lists, sample $1.00. T.N. Colbert, 1800-A Rhodes, #612, Kent, OH 44240. 779

MEMBERS QUALITY SLIDES: Diesel, 1950's steam; Lehigh area, other roads plus LV Transit. Reproner reproduced; sample, List #4 for $1 and #10 SSAE. Hawk Mountain Chapter, NRHS Dept B, PO Box 372, Allentown, PA 18105. 779

SELLING STEAM, DIESEL NEGATIVES, PRINTS. Postcards, books, magazines. SSAE. Modsport, Box 584, Milford, PA 18337. 779

NEGATIVES: Steam, diesel, electric, PSGR, Station. wide quality (and price) range. List 50¢. Burridge, Box 152RN, Dorval, Quebec. H9R 4N9. 779

ORIGINAL DIESEL SLIDES. LSSAE for list. DeFries, 603 Pfeffer, Urbana, IL 61801. 779

FOR SALE

MAGAZINES, MODEL, FAN, Employee, professional. 1938-78. List SSAE. Collections bought. F&W Enterprises, Box 1451, Richardson, TX 75080. 779

BEST OFFER. SSAE. El Paso & Southwestern timetable, Eastern division July 10, 1910. Also El Paso & Southwestern timetable Western Division July 17, 1910. Willna Wiwatowski, Box 554, Powers, OR 97466. 779

RAILROAD MAGAZINE SALE. *Penn-Central Post, Southern Ties, Santa Fe,* 3 for $1.50. Postpaid. H. Peterson, 261 Hollyoke Road, Somerdale, NJ 08083. 779

BUYS: Original Canadian diesel, station, passenger car slides, Soo GTW. Sells: Photos, no list, sample, SSAE $1. Harry Schimm, RR #2. Old Vernon Rd., Kelowna, BC V1Y 7R1. 779

SWITCHING. A card game like flat railroad switching at its best. Send $3.00 to Kangam, PO Box 3354, Kansas City, Kansas 66103. 180

TIMETABLES, buy sell trade. SSAE for latest lists and specials. Carl Loucks, 199 Wayland St., Hamden CT 06518. 580

RAILROAD ROLLING STOCK

FOR SALE: Railroad Passenger Coaches or Cabooses. Send long SSAE for current Inventory. New England Rail Corp., P.O. Box 585, Providence, R.I. 02901. 979

RAILROADIANA

RAILROADIANA, always a good selection, quality items at reasonable prices. This month - marked lanterns, early NYO&W B&B dept. orig. ink drawings, more. The Impudent Angel located in The Tomato Factory, Hamilton Ave., Hopewell, N.J., daily 11-5, sorry, no mail order. 979

IRON SPIKES, square and round, eight ounces to five pounds used for Hoosac Tunnel construction. Paul Cousineau, 189 Whitman Ave., West Hartford, CT 06107. TF

RAILROADIANA HARDWARE AND PAPER for sale: post cards, lanterns, timetables, O&W photos, buttons, tools, many more. Trackside Sales, 186 Phelps Ave., Englewood, NJ 07631. SSAE for large listing. 1179

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, Timetables, menus. Display, eat from dining-car dishes. Send long SSAE to James McLellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid. 380

STOCK CERTIFICATES AND BONDS - any quantity! Also old timetables and passes. Write! Ken Prag, Box 531RFW, Burlingame, CA 94010. 381

ORIGINAL PHOEBE SNOW Round drumhead w/brass case - Phoebe Snow Plate tailsign from tavern lounge, other drumheads, Merchants Ltd. Gold leaf sign - beautiful mahogany timetable display racks - parlor car chairs, NP, GN CB&Q signs from Chicago Union Station - builders plates, headlights. Collections bought and sold - we also appraise collections and single items - protect yourself against loss. Details $1.00. Amrail - Box 123-R, Bethpage, NY 11714. 979

RAILROAD STOCK CERTIFICATES. Catalogue plus beautiful certificate $2.00. Also buy! Ken Prag, Box 531RF, Burlingame, CA 94010. 381

OLD TRACK GAUGES; brass and wood, from UP & SF (not marked) tie pullers, tools; marked. SSAE: other railroadiana. Will buy any amount. T&L Railroad, 4512 Montrose, Houston, TX 77006. 713/523-4356. 1179

RAILROAD CAP, BADGES. My accumulation/collection of old authentic badges for sale. Low prices and prompt service. Free list, but SSAE required. Utberg, Box 420, Edinburg, TX 78539. 779

SEND LONG SSAE for 6 lists per year of lanterns, switch keys, locks, etc. Kenneth Palmer, 128 Front St., Port Jervis, NY 12771. 180

TRACKSIDE'S Latest catalog or railroadiana is now ready for mailing. Send SSAE for yours. Special items of interest to all Railfans. Trackside Books, 8819C Mobud, Houston, TX 77036. 779

MINT CONDITION GOLD BONDS dated 1906 "Snohomish Valley Railway Company" Washington, never issued and recently discovered. 3 pages 14" x 10¼", two pages coupons, one page certificate with engraved pictures of farm area and electric train. Great gift idea, mint quality engraving perfect for farming. Money back guarantee $25. Podgorney 3841, 44th NE, Seattle, WA 98105. 779

THIRD ANNUAL EAST COAST RAILROADIANA Sale - Held in conjunction with NRHS National Convention at Hyatt - Regency Hotel in Washington, D.C. August 29, 30, 31. Information SSAE. Miller, 3106 N. Rochester St., Arlington, VA 2213. 979

PERSONALIZED RAILROAD COFFEE MUGS! Your first name and selection from five colorful old-time engines. Only $3.75. Send for free Brochure R3. Calculator Co., 5517 Alcove Ave. North Hollywood, CA 91607. 779

CONRAIL BRASS BUCKLES, new, regulation logo, also NYC. $5.00 & postage. Cloth patches 45¢ - send stamp for free list or $1.25 for large catalog, adjustable logo caps, T-shirts, etc. Wm. Krueger, 2018 Leo, Dayton, OH 45404. 979

PENNSY T-SHIRTS: PRR Logo on white shirt, red trim. Specify sizes: S, M, L, XL. $4.95 each: Peregrine Enterprises, Box 5870, Philadelphia, PA 19128. 779

WANTED

B&W NEGS OF CNR 6060, GTW 4070, 5629 & CPR 972, 1201, & 2317. Bob Webster, 9068 146 St., Surrey B.C. Canada, V3R 3S8. 779

E-L PASSENGER TRAIN consists car numbers and types. E-L Train 40, *Pocono Express,* Train 43, *Twilight,* and others. Martin Obed, Box 205, Kalamazoo, MI 49005. 779

ANYTHING PERTAINING TO THE 1947 Freedom Train: Books, photos, slides, also original slides of Alco. PA's from any road. George R. Barker, RD 3, Cook Rd., Ballston Lake, NY 12019. 779

WANTED: Looking for someone to trade slides with. Main interest is UP but very interested in other American roads. Have recent Western Canadian, Pacific Northwest action. Rick Schonfelder, 6415 Lombardy Cr., Calgary, Alberta. T3E 5R3. 779

MOVIES OF THE NYS&W, L&NE, L&HR and WB&E. 8mm, Super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, PO Box 700, Newton, NJ 07860. TF

MODEL RAILROADS

WANTED: LIONEL TRAINS, any amount, any condition, Postwar to present. Describe items giving numbers, condition and price. Edward Repulski Jr., Box 31, DePue, IL 61322. 979

BOOKS AND PUBLICATIONS

BACK ISSUES - *Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains,* others. SSAE for list. J. Alker, 1054 Mayflower Court, Martinsville, NJ 08836. 779

MAP GUIDE TO West Coast Short Lines. Maps and information show location of engine houses, interchange points of over 90 short, belt, and industrial railroads. 8'x11 booklet, $4.30 mailed first class. Hammond, 1145 Bedford, Fremont, CA 94538.

NEBRASKA TRACTION, especially Lincoln and OL&B. Single issues or bound volumes of *ERJ, SRJ, Transit Journal, Mass Transportation, McGraw-Hill Annual Traction Directories* (have 1918 & 24 reprints), McGraw/American Investments large red books. Jim Seacrest, P.O. Box 1386, North Platte, NE 69101. 480

DATE NAILS COMPLETE: The newest and most complete book on the fast growing hobby of collecting Date Nails. Over 4,200 separate photos of different Date Nails with descriptions and prices. Much additional information on Date Nails. 352 pages. Soft Cover, $15.00, — Hard Cover, $22.00. Wesis Publications "T", 29 Meadowbrook Lane, Cedar Grove, NJ 07009. 9-79

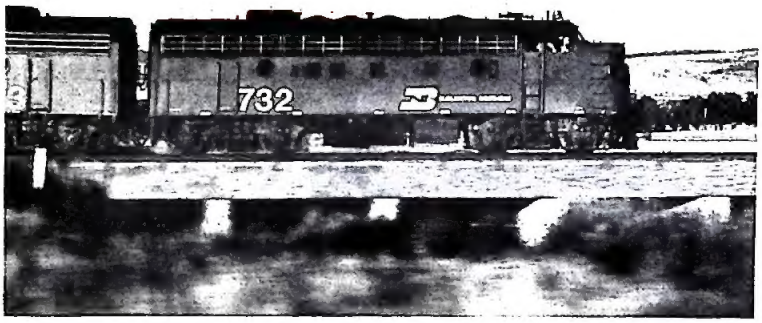
SCRANTON RAILWAY CO. - 6x9 softcover, 136 page illustrated history. $9.50 plus 50¢ postage. Ben Rohrbeck, 1003 North Chester Rd., West Chester, PA 19380. 979

RAILWAY GUIDE BRITISH COLUMBIA. Announcing Roger Burrows' upcoming railfan guide to Canada's most spectacular province including maps, profile diagrams, subdivision details, operations, locomotives, photographs and more. Projected spring 1979. Register now for pre-publication discount with SSAE to Box 593, Station A, Vancouver, British Columbia, V6C 2N3. 779

MIDWESTERN RAILS, an interesting monthly publication about Midwest railroads with information, news, and photos, 12 Big issues only $9.00. Money-back guarantee. Rush to: White Publishing, Box 286-N, Geneseo, IL 61254. 979

DIESEL LOCOMOTIVES OF THE NY CENTRAL SYSTEM. All time roster of NYCS diesels with complete date. 176 pages, diagrams, 196 photographs - 8 in full color. Soft cover, "Perfect" binding. Price $14.00 postpaid. Ohio residents must include 77 cents sales tax. Dealer inquiries invited. New York Central System Historical Society, Inc., Dept. B, Box 10027, Cleveland, OH 44110. 979

NEXT in RAILFAN & RAILROAD



- **THE EVERGREEN F'S** Burlington Northern covered wagons are still rolling through the mountains and along the coast and rivers of the state of Washington. Dick Dorn covers them all for us.

- **THE COATESVILLE R.P.O.** Bert Pennypacker relives some memories of the old Reading and a branchline mail train.

- **SEASHORE AT 40** Ron Johnson takes us inside to view the workings of one of America's most successful trolley museums on the occasion of its 40th Anniversary.

SEPTEMBER ISSUE ON SALE JULY 31

SUBSCRIBE TODAY!

Beat inflation

At a time when the price of almost everything is going up—including the cover price of this magazine—you can save money while enjoying the additional color and new features in RAILFAN & RAILROAD by subscribing today at the old prices of $6.00 per year and $11.00 for two years. You'll find each issue—six per year—packed full of the up-to-the-minute news and enthusiastic coverage of today's railfan and railroad scene combined with an appreciation and love for the steam-era world of the past. We have the best contributors in the hobby, so don't miss an issue!

SUBSCRIBE TODAY so you won't miss a single issue and **SAVE MONEY** in the process. RAILFAN & RAILROAD is published bi-monthly by the Carstens staff of railfans.

If you don't want to mutilate your magazine, send your order and remittance in a letter.

Dept. 2808

Subscription Department
RAILFAN & RAILROAD
P.O. Box 700
Newton, NJ 07860

Please include your RAILFAN, RAILROAD or RAILFAN & RAILROAD address label for prompt service when writing about your subscription, renewal or address change.

To subscribe: Mail this form with your payment and check one box: ☐ New subscription. ☐ Renew my present subscription.

Subscription rates in U.S.A. and Canada: One year $6.00, Two years $11.00. Foreign add 50¢ postage per year for all other countries.

FOR CHANGE OF ADDRESS

ATTACH LABEL HERE If you're moving, please let us know six weeks before changing your address. Place your present address label here and print new address below. Be sure to include your zip code.

name

street

city state zip

4 Do not write in this box

Please type or print legibly

across the Bathurst Street bridge on streetcar headway (sorry 'bout that) carrying folks to the Canadian National Exposition, Canada's own annual answer to the World's Fair. I hadn't seen anything like that in the States in over a decade.

The operations at Brockville a couple of days later really made me a VIA fan. While I was very much appreciating the remnants of the CN image—as on the cover, for example—I was growing very fond of the VIA colors in this rural context. I had no opportunity to ride the VIA equipment, but from the outside it looked clean and satisfyingly traditional. I must give the Amtrak turbos a try, but Amfleet equipment has been a bitter disappointment ever since an evening ride over the Hell Gate Bridge. The view of the New York skyline from the adjacent Triboro Bridge is one of the most spectacular available at night, but the necessity to drive your car in traffic keeps you from enjoying it to the fullest. But a train ride over Hell Gate should be just the thing, right? Wrong. Oh, how wrong. The Amfleet windows were so heavily tinted and the inside lights so bright that I couldn't see a thing of the magnificent view I knew was just outside that tiny dark window. I've hated Amfleet with a passion ever since.

But Canada still knows how to run trains, and I'm fairly sure they don't loose any more money than Amtrak does. A summation of

Advertising Index for July 1979

Accent 35 Div. of Meisel Photochrome ..... Cover IV
Adventures in Sound 8
Alco Historic Photos 8
Arden, Scott 7
Arkay Records 4
Armstrong, Jack 8
Audio Visual Designs 13
BRMNA 7
Baggage Car, the 14
Barnard Roberts & Co. 13
Big "R" 's Railfan Tours 7
CM Shops 16
Carl Loucks 7
Carstens Publications 10, 11, 63
Central Electric Railfans, Assoc. 4
Choo Choo Stove, the 4
Cook, Richard J. 14
Creative Calendar 15
Crusader Press 14
Custom Steam Productions 16
Darwin Publications 16
Depot Attic, the 14
EVDA Slides 7
Empire State Railway Museum, Inc. 8
Hopewell Productions 6
Illinois Railway Museum 13
Insignia Clock & Specialty Co. 4
Interurban Films 9
Interurbans 7
Iron Horse Short Line 13
Key, Lock and Lantern 14
Locomotive Quarterly 63
Locomotive Reprints 15
M.F. Kotowski R.R. Art 15
Mailbox, the 8
Mary Jayne's RR Specialties, Inc. 14
McMillan, Joe 12
Metaphor, Inc. 63
Mid-Continent Railway Museum 7
Mintz, Stephen A. 14
Mobile Fidelity Records 9, 16
Norry Distributors 13
Porreca, Vincent J. 8
Private Car Limited 13
Pro Custom Hobbies 12
Railfan 8, 66
Rail Image 6
Railroad Buckle Club 9
Railroad Model Craftsman 5, 59
Railroad Record Club 14
Railroad Supply Corp. 6
Rail Scene 8
Reid, Gil 5
Rich, W.N. 13
Roanoke Chapter NRHS 4
Short Line, the 13
Siedow, R. Engineering Specialties 8
Simmons-Boardman Publishing 5
Southwest Electronics 14
Starlake Films 12
Sunday River Productions 14
Westrail Publications 5

KODACHROME: JIM BOYD

that weekend in Canada can probably be summed up in one photo, the accompanying color shot of a fresh FP9 and CN RS18 framed in the neatly kept flowers of the Brockville depot. It was a refreshing change.

Jim

CLEAN AND COLORFUL Brockville, Ontario, was a great place to watch trains on September 4, 1978. The VIA FP9 and CN RS18 were laying over behind the depot, and the temptation to slap on a wide angle lens and take their portrait through the flower bed was too much to resist. The tradition of neat lawns and carefully tended gardens at depots is alive and well in Canada.

APACHE RAILWAY Baldwin S12 600 and one of its two Fairbanks-Morse H10-44's were working in multiple at the mill in McNary on May 2, 1962. The silver hoods were repainted white on most Apache units in later years. The two FM's were sold and the Baldwin was scrapped in mid-1978.

KODACHROME II: VERNON J. GLOVER

PHOTO EXPRESS

Got some good slides? Or color negatives?

Now you can send them to us for super color prints, and also send your exposed film for processing and prints.

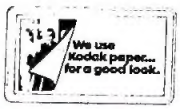
We're a new division of Meisel Photochrome Corporation, the country's largest custom color lab for professional photographers. And, like Meisel, Accent35 is dedicated to quality. For all serious photographers!

But send only 35mm film, please, no 110 or 126.

We make economical machine prints, also superb custom prints that are enlarger-made by hand, cropped, dodged and burned-in.

As an introductory offer, we're giving railfans a special price on custom 8x10 prints from your 35mm color slides and negatives. They're only $4.95 each. No limit.

So get on board the photo express! Use the coupon or a letter to order. And hurry! This offer ends August 31, 1979.



SPECIAL INTRODUCTORY OFFER!

Process & 3½x5 prints: _____ 35mm rolls enclosed
☐ 20 or 24 exposures @ $5.75 _____
☐ 36 exposures at @ $8.35 _____

Color enlargements: _____ originals enclosed
Custom 8x10 @ $4.95 _____ 11x14 @ $7.50 _____
Machine 8x10 @ $2.00 _____ 11x14 @ $5.10 _____
Add 10% for postage and handling, also add sales tax for TX, WA, GA.
☐ Check or MO enclosed. Total $ _____
☐ Credit Card No. _____ Expires _____
☐ Visa ☐ Master Charge

Signature _____
☐ Please send me information on other services.

Name _____

Address _____

City _____ St. _____ Zip _____

Offer expires August 31, 1979. Frames not included.

Send to: Accent35, P.O. Box 220014R, Dallas, TX 75222

Accent35™
A division of Meisel Photochrome Corporation